

350 ISSUES YOUNG — FEATURING FOUR GREAT 350s + MORE

New Zealand Classic Car

350th *Celebration Issue*



MERCEDES 350 SL



SHELBY GT 350

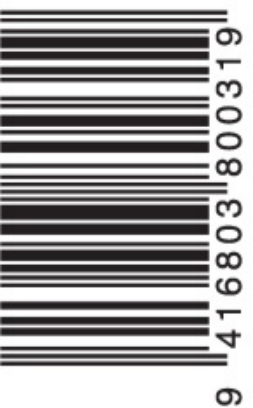


NISSAN 350Z



HQ MONARO 350

ISSUE 350 \$10.99
FEBRUARY 2020 INCL. GST
themotorhood.com



THE HULME
THE LAST KIWI
SUPERCAR

MCLAREN F1
ROAD RACE CAR
DONE RIGHT

MG PA
BOX OF BITS TO
CONCOURS WINNER

ROUTE 66: A KIWI RIDES AMERICA'S MOTHER ROAD INTO THE SUNSET



Meguiar's - a part of your motoring journey since day one



Meguiar's - leaders in the their field, creating surface care products since their first furniture polishes in 1901 - before most people even owned a car.





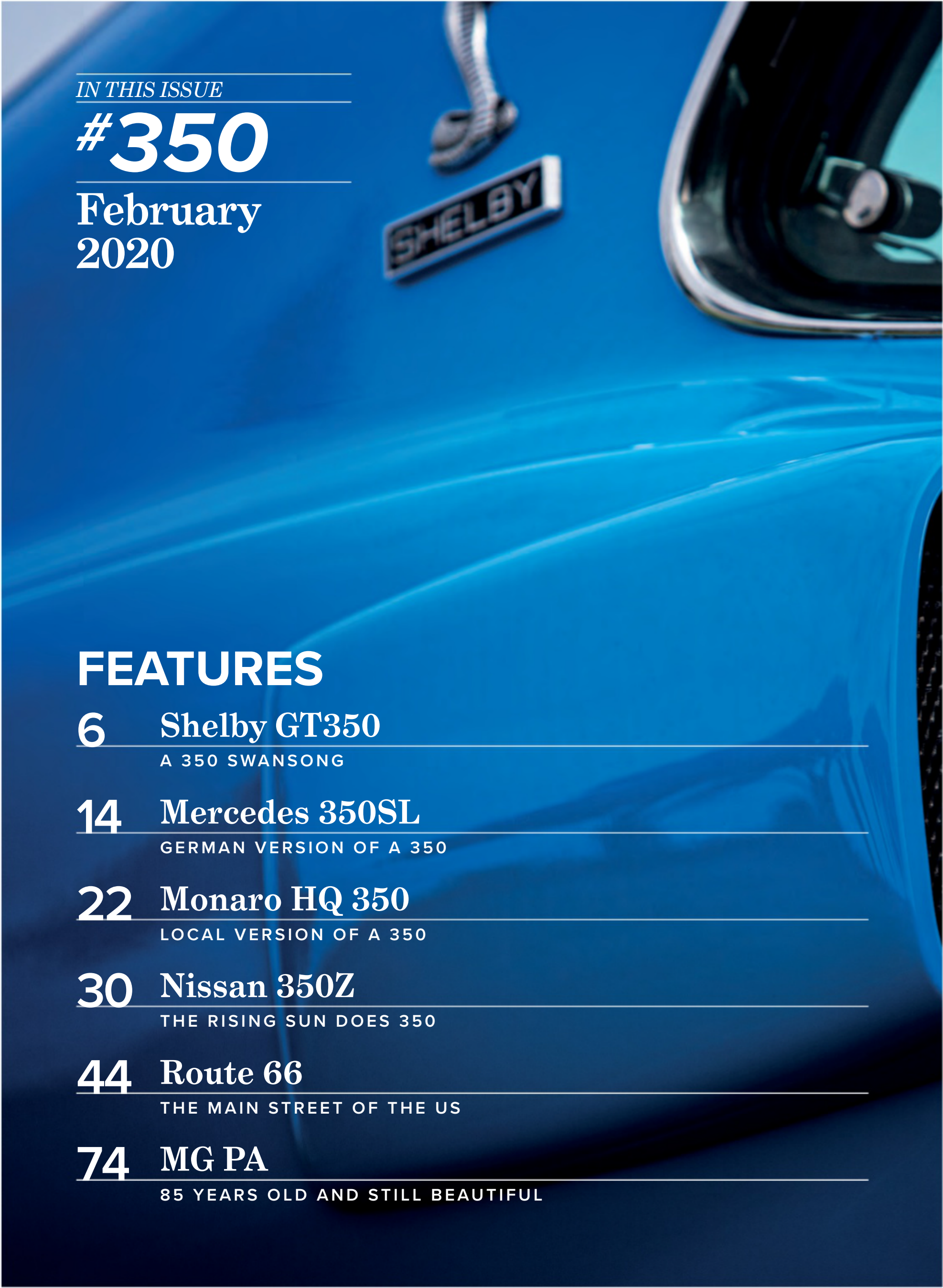
*We have the solution,
no matter what you drive*



Reflect Your Passion™

Available at an auto store near you
including Repco and Supercheap Auto
or contact Smits Group on 0800-227-422


SMITS GROUP
SMITSGROUP.CO.NZ



IN THIS ISSUE

#350

February
2020

FEATURES

6 Shelby GT350

A 350 SWANSONG

14 Mercedes 350SL

GERMAN VERSION OF A 350

22 Monaro HQ 350

LOCAL VERSION OF A 350

30 Nissan 350Z

THE RISING SUN DOES 350

44 Route 66

THE MAIN STREET OF THE US

74 MG PA

85 YEARS OLD AND STILL BEAUTIFUL



COLUMNS

- 38 **LUNCH WITH GARTH HOGAN**
Fast since six years of age
- 50 **MOTORMAN**
McLaren F1 30 years on
- 56 **KITS AND PIECES**
The Hulme: nearly but not quite
- 62 **MOTOR SPORT FLASHBACK**
Brabham to Begg and Moss to myths
- 68 **PRICE ON**
Taxes
- 96 **HISTORIC TOURING CARS**
Boozy BMW

REGULARS

- 37 **SUBSCRIPTION OFFER**
- 70 **READERS' WRITES**
- 72 **BEHIND THE GARAGE DOOR**
- 78 **STAR INSURANCE MARKETPLACE**
- 84 **BEGG SPEEDFEST AND EXHIBITION**
- 90 **NOTICEBOARD**
- 92 **BOOK REVIEWS**
- 100 **NATIONAL EVENTS**
- 109 **EVENTS DIARY**
- 110 **LOCAL SPECIALISTS**
- 112 **CROSSWORD / NEXT MONTH**



Another milestone — we hit 350!

Compliments of the season. I trust you all had a decent, relaxing break over the Christmas holidays and that you're raring to go for 2020.

It's almost impossible to believe that it's almost four decades since our publisher, Greg Vincent, started this magazine back in December 1990 as we celebrate our 350th issue.

The '60s may well have been considered the golden age of motoring and motor sport, but the '90s, when Greg kicked off this magazine, ushered in a new age of motoring. During the '70s and '80s many cars were excessively boxy and slab-sided, poorly stuck together, and for the most part, performance was dull, due mainly to strict emissions requirements introduced in 1970. However, as the '90s rolled in, so did technology, which gave us back something that had been sorely missed: fast, environmentally friendly cars; faster, in fact than most sports cars in the '60s. The T-squares were put away as designers sketched in curves and interesting angles. Even mass-market cars were stylish, reliable, safer than ever (due to the rise of the airbag), and surprisingly fun to drive.

The '90s also brought in a level of precision and attention to detail not seen before. The McLaren F1 is a perfect example of how a road-going car could be built as precisely as any Formula 1 car and with as much technical innovation. Jaguar's incredible XK200 took hold of the record as the fastest production car and who could ever forget virtually every car enthusiast's dream car, the Ferrari F50?

Japanese car manufacturer Honda also came out to play with the big boys with its Honda NSX, which was a complete game changer. It was not only a brilliant car, but it could also keep pace with anything from Italy and was truly reliable and cost a fraction of the price to maintain. Toyota also proved

that you didn't need to be a resident of Beverly Hills to own a supercar by offering the Supra, which had almost unlimited potential for increased power, at a much more attractive price point. And Mazda's third-generation RX-7 is one of the best affordable sports cars ever made. Given that this was a car the average person could aspire to, it was nothing short of brilliant.

The Lotus Elan was great fun to drive but no fun to own due to terrible reliability. Mazda took this lightweight, British roadster as inspiration and created a driver's dream with Japanese build quality throughout. To this day, the MX-5 in almost all guises is one of the best sports cars money can buy.

So now, 350 issues on, we thought we'd celebrate with a bunch of friends: four cars that also wear the 350 badge with pride, one each from the US, Australia, Japan, and Germany, and spanning the classic era from the '60s to the current century and a potential future classic.

With all that said, what's planned for 2020?

As always, we will be making every effort to improve the quality of the magazine with a wide range of interesting content presented in the tempting ways only a tangible magazine can offer. Our new senior designer, Day Barnes, has taken a fresh look at the magazine as Mark Tate, who has helped *New Zealand Classic Car* the premier title it is today, heads north to a new lifestyle.

Day has a host of ideas for taking us forward into this new decade, which will be fun to work through as we continue to unearth and bring you the best selection of this country's great classic cars, and the many other great stories they inspire.

Ashley Webb
Editor



ISSN 1170-9332

SUBSCRIPTIONS

One year (12 issues), \$98
Two years (24 issues), \$169
Australia (one year), NZ\$185
Rest of the world (one year), NZ\$285

ONLINE magstore.nz

EMAIL subs@parksideside.co.nz

PHONE 0800 727 574

MAIL *New Zealand Classic Car* magazine subscriptions, Freepost 3721, PO Box 46,020, Herne Bay, Auckland 1147



MANAGING EDITOR Ian Parkes

EDITOR Ashley Webb, editor@classiccar.co.nz

SUBEDITORS Karen Alexander, Richard Adams-Blackburn, Peter Kelly

PROOFREADER Odelia Schaare

DESIGN Day Barnes, Mark Gibson, Henry Khov

ADVERTISING SALES

Dean Payn, dean.payn@parksideside.co.nz

ADVERTISING COORDINATION Renae Fisher

CONTRIBUTORS

Quinton Taylor, Michael Clark, Donn Anderson, Patrick Harlow, Ben Selby, Greg Price, Terry Cobham, Euan Cameron, Richard Dimmock, Peter Kelly, Greg Martin, Mark Holman, Ross MacKay

COVER CARS

1969 Shelby GT350

Photography by Strong Style Photo

1978 Mercedes-Benz 350SL

Photography by Strong Style Photo

2003 Nissan 350Z

Photography by Strong Style Photo

1972 Holden Monaro GTS350

Photography by Quinton Taylor

NEW ZEALAND CLASSIC CAR MAGAZINE
IS PUBLISHED BY

parksideside
media.

PHONE 09 360 1480

MAIL PO Box 46,020, Herne Bay, Auckland

EMAIL info@parksideside.co.nz

PUBLISHER

Greg Vincent, greg.vincent@parksideside.co.nz

BUSINESS DIRECTOR

Michael White, michael.white@parksideside.co.nz

GENERAL MANAGER

Simon Holloway, simon.holloway@parksideside.co.nz

SUBSCRIPTIONS MANAGER

Liz Brook

DATA ANALYST

Isobel Woudberg

PRINTING AND DISTRIBUTION

Ovato, ph. 09 928 4200

NOTICE TO ADVERTISERS

Parksideside Media uses due care and diligence in the preparation of this magazine, but is not responsible or liable for any mistakes, misprints, omissions, or typographical errors. Parksideside Media prints advertisements provided to the publisher, but gives no warranty and makes no representation to the truth, accuracy, or sufficiency of any description, photograph, or statement. Parksideside Media accepts no liability for any loss which may be suffered by any person who relies either wholly or in part upon any description, photograph, or statement contained herein. Parksideside Media reserves the right to refuse any advertisement for any reason. The views expressed in this magazine are not necessarily those of Parksideside Media, the publisher, or editor.

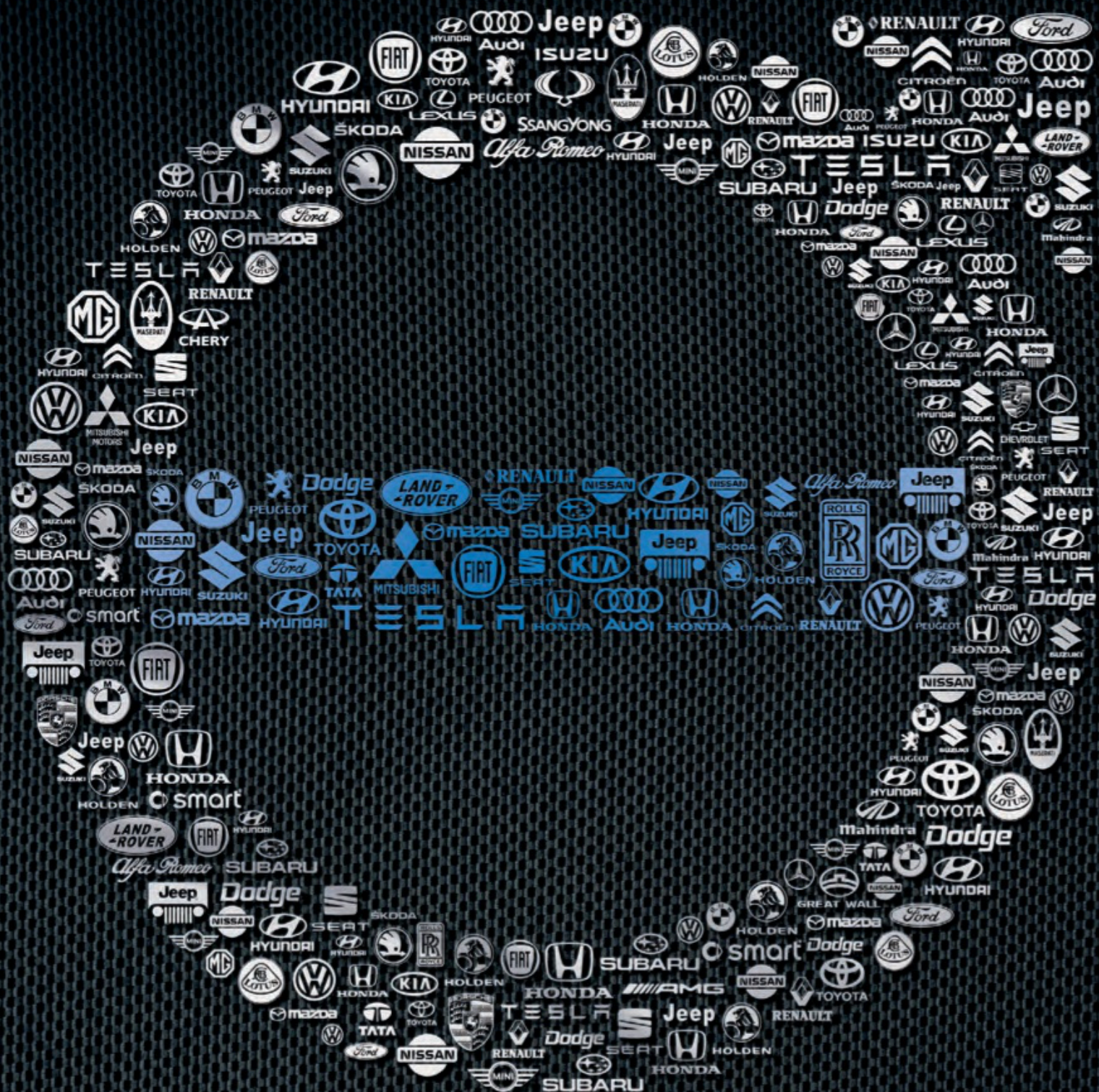
All material published, gathered, or created for *New Zealand Classic Car* magazine is copyright 2019 Parksideside Media Limited. All rights reserved in all media. No part of this magazine may be reproduced in any form without the express written permission of the publisher.

EXPERIENCE NEW ZEALAND CLASSIC CAR ON MOBILE

Download the *New Zealand Classic Car* app from the App Store or Google Play (search 'New Zealand Classic Car').

Within the app, click on an issue and choose whether to purchase the individual magazine or to subscribe.





IN 1959 ONE NAME REVOLUTIONISED THE SAFETY OF MOTORING. CLICKED YET?

Sixty years ago, a shiny new Volvo rolled into a Kristianstad showroom equipped with technology that has since been called one of the most significant inventions of the 20th Century. Designer Nils Bohlin's three point seat belt was so revolutionary that we created an open patent, allowing all other automotive companies free use of the design. Today, it is the motoring industry's most widely used safety innovation, ensuring billions of people stay safe by making it click.

volvocars.co.nz

THE END OF THE LINE

Mustangs have always been recognized as quick and powerful cars. In 1965, Carroll Shelby added to that reputation, creating a version of the Mustang that could hold its own on the track and which inspired generations of tuners right to this day

Words: Ashley Webb Photos: Strong Style Photo

Many of us have heard the old cliché 'Life is all about timing'. When Carroll Shelby proposed his plan for a small, American V8-powered sports car to Ford, his timing was perfect. At the time, the company was looking to create competition for Chevrolet's Corvette.

In January 1965, that competition arrived: the Shelby GT350. At first glance it looked just like any other Mustang fastback, but looks were where

the resemblance stopped.

Carroll Shelby's exciting ride atop Ford's ever-popular pony car lasted just over five years. During that time Shelby's companies transformed the Mustang into something quite remarkable. Shelby built 36 factory competition GT350s, thus legitimizing the pony car as a true sports car, and in doing so handed Ford three consecutive Sports Car Club of America (SCCA) B/Production championship titles, in 1965, 1966,





and 1967. Shelby had given the Shelby Cobra a large set of fangs, turning it into a true Corvette-beater. On the street, the cars set the standard for muscle car performance, later becoming more luxurious with a strong performance edge. A sporty ride for the masses was turned into a sports car for the elite.

EARLY PASSION

Paul Dainton's passion for muscle cars started at an early age. When we catch up with Paul, he reminisces about those days.

"It's November 1970. I'm eight years old and have spent the last two months saving all my pocket money for the Riverina School gala day. The reason for this is someone's dad donates his old American stock car and hot rod magazines every year to the gala day," he says. "I am up bright and early on gala day and head straight to the magazine pile to sift through them and buy all of the above mags that I can find. This caused an addiction for classic and muscle cars that lasts to this day."

Given Paul's early passion for muscle cars, we weren't surprised when he told us that he owned a 1973 Valiant Charger during the early '80s and went on to

"I had some pretty scary rides in a genuine XY GT Falcon and an E49 Charger"

own an immaculate 1972 308-powered LS Monaro in about 1983.

"I cringe now about how I used and abused it, and with the current values I wish I still had it," he explains. "I was also privileged during that era to have friends who also had some cool cars and I had

some pretty scary rides in a genuine XY GT Falcon and an E49 Charger."

During the '90s, Paul also owned various Mustangs, including a 1970 351 manual fastback, 1984 GTHO convertible, 1986 GTHO, 1995 GT. Cuyrrently, he has this Shelby GT350 and a 1967 RS SS Camaro.

RENT-A-RACER

Paul purchased this pristine 1969 Shelby GT350 in early 2014 off a well-known Mustang enthusiast from Havelock North. The car was imported into New Zealand in 1994 and driven for a





ASTON MARTIN

AUCKLAND

BEAUTIFUL IS RELENTLESS



DBX

astonmartin.com



Although there are many variations of the Shelby Mustang, they all boast a common thread: performance and race-inspired looks

few years before undergoing a complete restoration to its original specification. What makes this car particularly rare is that it's one of 152 Rent-A-Racers supplied to Hertz in 1969, one of 11 Hertz Grabber Blue cars, and one of two that was sent to Cutter Ford North Hollywood, a well-known Ford performance and Shelby dealer. After its tenure at Hertz, it was resold as a used car.

The Rent-A-Racer programme began in 1966 after Carroll Shelby convinced Hertz to order 1001 Ford Mustangs modified by his shop for rental cars. Not surprisingly, this venture became enormously successful, especially for motor racing enthusiasts. There are many stories of renters driving these cars to the racetrack, where they would remove the engine and install it into their personal race car. At the end of the day they'd drop the Cobra engine back into the rental car and return it to Hertz, who were none the wiser. Other stories

tell of Shelbys ending up at drag strips around the country for a weekend of racing, and, as such, many of the rental cars were returned in need of engine and other repairs. Although Hertz admits the venture was successful, the cost of keeping the cars in the fleet was indeed considerable.

Despite the negative opinions of some Shelby enthusiasts, Hertz recognized the value in adding the more refined 1969 Shelby to the fleet by purchasing 150 of the luxurious GT350s. Unlike 1966, when Hertz got its very own special model, the 1969 Hertz Shelby GT350 Sports Roof came straight out of the factory fully optioned with air conditioning, automatic transmission, Traction-Lok rear end, Sport Deck (fold down) rear seat, tinted windows, AM radio, and tilt-away steering wheel. There was, however, one exception to the rule due to a long-standing Shelby tradition. A few convertible cars were delivered to Hertz, though it is believed that they were not for hire.

There are many variations of the Shelby Mustang but they all share a common trait: performance and race-inspired looks. From 1965 until today, the intertwined legacies of both Shelby and Mustang mean that it's virtually impossible to talk about one without talking about the other.

1969 SHELBY GT350

Engine	Windsor V8
Capacity	351ci (5.8-litre)
Bore/Stroke	102mm/89mm
Valves	Two per cylinder, overhead
Comp. ratio	10.71
Max. power	290bhp (213.44kW) at 5400rpm
Max. torque	380lb-ft (515Nm) at 3400rpm
Fuel system	Four-barrel 600cfm Autolite carburettor
Transmission	Select-shift FMX automatic
Suspension, F/R	Upper and lower A-arms, coil springs / Live axle with leaf springs
Steering	Recirculating-ball, optional power assist
Brakes, F/R	Power-assisted disc / Drum

DIMENSIONS

Overall length	4763mm
Width	1821mm
Height	1283mm
Wheelbase	2743mm
Tracking, F/R	1486mm/1486mm
Kerb weight	1235kg

PERFORMANCE

Max. speed	192kph
0-100kph	7.5 seconds
Standing quarter-mile	15.6 seconds

BEST LOOKING

Paul's GT350 is completely stock standard, including its original drivetrain. Although he says it's not a fire-breather like its early predecessors, it's a strong cruiser that performs well. Nestled beneath its bonnet, the 1969 Shelby GT350 boasts Ford's 290hp (216.2kW) 351-cubic-inch (ci) (5.8-litre) Windsor V8. The 428ci (7.0-litre) V8 remained in the GT500. Both engines were fitted with Ford's ram air cleaner, which was similar but not identical to the 1968 GT500 KR's assembly. Small block cars received a Shelby aluminium intake manifold and stylish black die-cast valve covers mated to Ford's FMX automatic transmission,

while big block cars had bare aluminium valve covers in a couple of styles and received the much heavier duty C-6 automatic transmission.

"The GT350 Shelby, with its long fibreglass bonnet and short boot, is arguably the best-looking muscle car of its era," says Paul.

"The GT350 Shelby, with its long fibreglass bonnet and short boot, is arguably the best-looking muscle car of its era"

That year, 1969, was the year of the scoops. But instead of air scoops bulging above the surface of the bonnet, low-drag ducts, developed by NACA (National Advisory Council for Aeronautics, the predecessor of NASA), drew the layer of air in direct contact with the surface of the bonnet into the opening. The 1969 Shelby received five scoops on the NACA-style bonnet: the centre to ingest cold air, the rear for hot-air release as well as semi-functional brake cooling ducts at the front of each Shelby-designed fibreglass front guard, and one internally ducted scoop mounted high on each rear quarter-panel 'hip' behind and above the door handle. Paul believes the result personifies the art of the muscle car.

The front of the GT350 features a unique, large, full-width black mesh grille opening. The headlights, instead of flanking the grille opening, as in years gone by, are situated within the large, open-mouth grille surrounded by chrome trim on the edges of the opening. The front bumper was not the standard Mustang unit as used in previous Shelbys but a unique Shelby component. A pair of Lucas driving lights complement a unique Shelby-





designed valance pan under the front bumper, and a pair 1969 Cougar parking lights provide the final touches to the front of the car.

The reflective stripes along each side of the car, which were offered in more than a dozen colour choices, featured the GT350 or GT500 moniker to show through the stripe with body colour at the front of each guard.

The rear of the 1969 Shelby also received its fair share of restyling. The GT350 differed from the standard Mustang, on which it was based, having adopted the Shelby-like ducktail. The 1965 Thunderbird tail lights set in a moulded fibreglass tail panel with black mesh panels also set within recesses moulded into the tail panel added to the Shelby's uniqueness. To complete the rear fascia styling, the exhaust exits through a pair of aluminium ports in the centre of the rear valance panel. The number plate was repositioned into the middle of the rear body panel and hinged to allow access to the fuel-filler cap.

MORE REFINED

A look inside Paul's GT350 confirms that by 1969 the Shelby customer had become a more refined car buyer than in 1965. No longer the unembellished, 'any colour as long as it's black' bare-bones interior, you were instead greeted with an abundance of (simulated) woodgrain trim panels, offering a more sophisticated look and feel. High-back Mach 1 seats were selected; in fact, the interior was essentially lifted complete from the Mach 1 Mustang, the only difference being



By 1970, the Shelbys that were left over from 1969 were retitled as 1970 models under federal police supervision

Shelby badges on the door panels and centre of the rim-blow steering wheel. The Mach 1 instrument panel layout featured a large tachometer, which was optional for the Mach 1, next to an equally large speedometer. The ammeter and oil-pressure gauges displaced by the tachometer were relocated below the dash, mounted in a bezel at the front of the centre console and angled towards the driver for better viewing.

The rear seat area of the 1969 Shelby featured a tubular-steel roll bar covered with rubber. While the roll bars were visually identical to those of the 1968 Shelby, they differed structurally. Instead of running down to the floor, to be welded directly to the unibody, the 1969 roll bars were shorter and bolted to the inner side of the quarter panels. They were also manufactured from thinner-walled tubing and incorporated the same suspended shoulder harness as used in the 1968 Shelbys.

By 1970, the Shelbys that were left over from 1969 were retitled as 1970 models, a conversion that had to be made under federal police supervision. The only changes to these 1970 Shelbys were the addition of two black stripes on the bonnet and a lower front chin spoiler.

ABORTED MISSION

In June of 1969, just as Apollo 11 was on the launch pad ready for blast-off from Cape Canaveral, taking

Neil Armstrong, Buzz Aldrin, and Michael Collins on the first manned mission to land on the moon, the Shelby programme should also have been ready to blast off. However, instead of launching the GT350 and GT500 programmes, Carroll Shelby aborted the mission and asked Ford to terminate the Shelby Mustang programme.

Shelby had found himself in a no-win situation by having to spend too much time defending his right to run his business his way. Ford accountants were now calling the shots. The Ford corporate sales structure wasn't helping matters either. Shelby was once the only game in town but by now Ford had developed several performance versions of its Mustang — the Boss (302 and 429) and Mach 1 basically in competition with the Shelby cars.

Shelby's enthusiasm waned further after he learnt that some of the Boss 429 development costs had been paid for from finances initially allocated to his programme. This surprising revelation, coupled with his increasing interest in his big-game African reserve, meant the writing was on the wall.

Just as Shelby knew when to get in, he also knew when it was best to get out. Just as he had started out with perfect timing, he timed the end to perfection, before the Shelby Mustangs had become mere shadows of their former selves. By leaving when he did, Shelby ensured that the Shelby Mustangs with which he and his companies were associated retained a permanent place of distinction in the dictionary of the American muscle car. ■



Paul Dainton

SUV
Comfort class



NEW CITROËN C5 AIRCROSS

SUSPENSION WITH PROGRESSIVE HYDRAULIC CUSHIONS®



Adaptive Cruise Control with Stop & Go function
Speed Limit Recognition and Auto Emergency Braking
3 same-width independent rear seats
Record boot volume up to 720L
Air Quality System (AQS)

FROM
\$41,990_{+ORC}

Book your test drive today at citroen.co.nz

A Car For All Seasons

The Mercedes-Benz 350 SL fills so many roles you'd be hard-pressed to find a more practical and robust classic. But it's not all German efficiency — Mistress Liesl has a pert personality

Words: Ian Parkes / Photos: Strongstyle Photography, and Greg Lokes

Greg Lokes had wanted a Mercedes-Benz SL ever since he'd seen them as a boy, cruising through his home town of Glen Innes, Auckland — presumably, Greg thought, doctors and lawyers on their way to their practices in Remuera and Newmarket. He was captivated by the previous Merc SL, the 1963–71 'Pagoda', which he first saw on a trip over the harbour bridge, but when the more aggressive, sleek, new R107 model appeared Greg was smitten.

"I just loved the the fluted panels under the doors, and the indicators."

The fluting on the indicators was apparently supposed to help shed grime. Whether or not it worked, it gave the new Mercs a point of difference.

Greg was especially fond of the coupé version. It was longer — actually a four-seater — and it featured an elegant fan of vertical venetian blinds, echoing the fluted sills, in the rear quarter window. Greg was checking out SLCs on the computer when his wife, Barb, looking over his shoulder, said he could buy one if he got one like that, pointing at the roadster version. That was good enough for Greg and he set out to find one before Barb had a change of heart.

He drove a couple of 450 SLs — the bigger-engined model designed with the American market in mind. In fact, though still badged as a 350 SL, the American cars came with the 4.5-litre engine from the start. The model name only changed to 450 SL when the







The coupé roof is also so distinctive and attractive it genuinely adds to the car's appeal

larger engine was released in Europe in 1973. Greg found the 450 a little disappointing. It was more powerful and faster but the engine was slower revving and, to Greg, it felt a bit too American.

However, when Greg drove this 350 SL with a manual gearbox he knew he'd found the right car.

"In third gear, with that V8 revving away, it was just so cool."

He says it gives the car just enough of a sports car feel to separate it from the saloons, and of course the manual gearbox is so much more involving.

Some owners fit the taller differential that came standard on later models. It reduces engine revs and fuel bills and makes the car a more relaxed cruiser, but it would take away the little of the edginess Greg enjoys in his car.



FEATURING WIND-UP WINDOWS

Greg also likes the fact that this was one of the lower spec models, which means it has fabric-covered seats rather than leather or MB-Tex — Mercedes' own imitation leather — which would be dangerously hot for bare legs in the sun when the roof is down. The car still has manual wind-up windows. "More chrome" is Greg's verdict.

He's right — they are a plus. It's just another little feature that makes this car more special — along with the manual gearbox and the steel wheels with the body

coloured hubcaps. Greg has a set of period mags, which make the car handle better as they are lighter, but the steel wheels also set the car apart from the crowd.

As soon as we walked into the garage Greg asked, "What looks better, with or without the coupé top on?"

It's a fair question. Without it, the car's clean lines are shown off to full effect. The soft-top is fully concealed and doesn't require any sort of hump to hide it, as so many modern cars do. But the coupé roof is also so distinctive and attractive it genuinely adds to the car's appeal — and, as Greg says, there's more chrome.



CLASSIC COVER

KEEPING IT REAL SINCE '83



1970 MERCEDES W 113 280 SL PAGODA



WHERE AGREED VALUE MEANS AGREED VALUE — NO FISH HOOKS

For all your classic car insurance needs, Classic Cover has a policy specially designed to cover your prized possession. Classic Cover — the original specialist vehicle insurance provider — accept no substitutes.

PHONE US NOW FOR AN OBLIGATION-FREE QUOTE ON **0800 456 254**
OR CHECK OUT OUR WEBSITE **WWW.CLASSICCOVER.CO.NZ**

A WELL-TAILORED SUIT

In truth this SL is several cars in one. The hardtop makes it a classy coupé and grand tourer. With the top down you have all the fun and freedom of a roadster, with the reassuring solidity that Mercedes does better than anyone else. Then there's the soft-top, which fits with the cut, class, and structure of a well-tailored suit. Put on the distinctive forged 'bundt' aluminium wheels and the car looks and drives like a modern car, while the steel wheels create another, more classic look. Once so ordinary, they now stand out, especially with the painted finish and the large Mercedes three-pointed star.

That's another thing that appealed to the young Greg: the purity and engineering precision of the Mercedes logo, which pointed to Mercedes' mastery of land, sea and air.

The classic Astral Silver paint and blue interior are also powerfully evocative of the brand and Greg, who is no mean photographer, has taken a few photos which take advantage of the silver paint's ability to highlight the subtle elegance of the lines penned by Joseph Gallitzendörfer and Friedrich Geiger. The look of the car is heavier and more substantial than the svelte Pagoda models but its styling suits its profoundly well-engineered construction and more modern chassis.



THE GOOD BITS

Greg thinks the car straddles the good bits of both classic and modern cars. It has enough classic features, plus the added zest of roadsters in general, to be a fun car to own while it is modern enough to use as a daily driver. Yet it is not burdened with the extra electric motors, gadgets, and electronics that may one day fail expensively in later cars — another plus for those wind-up windows.

Apart from never tiring of its handsome good looks, after 10 years of ownership, Greg, who doesn't work on his own cars beyond cleaning and



The car was bought new in 1978 in the UK and exported soon after to South Africa

general fettling, now appreciates its reliability as much as its period charms.

"It's a modern car. If you gave me the choice of a Pagoda Mercedes or this one, I'd choose this."

Greg and Barbara were overseas for 10 months recently. Greg had disconnected the battery before he left. When he got back, he reconnected it, turned the key, and it roared straight into life. He isn't totally swayed by modernity, though. He has had the opportunity to drive two rare and beautiful 300 SLs from the '50s.

"That's like flying a World War II fighter plane. If only I was about a foot shorter." The cockpit on those is a tight fit. Then there's also the small consideration of the price difference. You could buy a clutch of 350 SLs for the price of a 300 SL.

R107s in good condition make a great practical classic. They certainly fit the classic category, as Mercedes was happy to sell more than a quarter of a million R107 and C107s — the coupé model — over 18 years, making them Mercedes' longest running model after the G-Wagen. Their solidity and quality, which saw a 450 SL sell for more than twice the price of a Triumph Stag when new, ensured more of them have survived; all of which means you don't have to pay too much of a premium for rarity.



A WELL-SEA-SONED SL

When Greg bought the car he didn't know as much about SLs as he does now, but he was fairly confident he had bought a good one. While the drivetrain, which went on to feature a 5-litre aluminium V8, was always robust — apart from one model's timing chain issue — the cars still had their weaknesses. After learning that blocked drains around the heater blower motor could lead to serious rot in the bulkhead, Greg undertook a rather nervous inspection — and was relieved to find it the care lavished on the car by previous owners had paid off. It was fine.

Greg is just the third owner of this quite special 350. The car was bought new in 1978 in the UK and

exported soon after to South Africa when its owner was posted there. He was subsequently posted to New Zealand and the car was put on the ship to his new home. Unfortunately, the paperwork wasn't up to scratch so it had to go back to South Africa. The owner went back after it, got the papers in order, and this time imported it successfully. That shows a certain dedication.

After seeing the car around town, the second owner invited the original owner to get in touch if he ever wanted to sell and that came good when the original owner headed back to the UK. The second owner had several SLs and this car was part of his collection for about eight years before he decided to move it on.

A DOCUMENTED IMMIGRANT MISTRESS

Greg has a folder crammed with all the paperwork relating to the car from all three owners. Mistress Liesl — “It sounds appropriately German and has SL in it,” says Greg — is in a tidy original condition. Greg has considered a restoration but is wary of the trap of becoming too precious about preserving a pristine car. He enjoys this car's usability.

So far, he has indulged in buying a leather gaiter for the gear lever. The original rubber case looked too industrial and was showing signs of wear. He has also replaced the ‘disco ball’ Blaupunkt stereo with a RetroSound head unit, which has a chrome fascia plate designed to suit classic cars.

R107 AND C107 PRODUCTION

1971–1989: 237,287 R107s and 62,888 C107s. The engine range expanded from the original 350 to 280, 300 (both inline sixes), 350, 380, 420, 450, 500, and 560 V8s, the later 5-litres being a new all-aluminium engine. The model names roughly correspond to capacities in cc (add a zero). The coupé was the first Mercedes developed on a roadster platform rather than on a saloon platform. Its successor, introduced in 1981, was based on the S-class saloon.





So Mistress Liesl has been welcomed to the family. Her sense of fun led Greg and Barb into active roles in the Mercedes-Benz club. They both joined the club committee, Greg as club captain and Barb as secretary, and have enjoyed organizing many club events over the years. Greg continues to get a kick out of finding new backgrounds and ways to shoot the car which show off its many personalities.

While the car looks big, sitting in it, it feels surprisingly snug, the seats smaller and springier than you might

This is one of the old-school Mercedes, which feel like they were carved from solid ingot

imagine. The V8 rumbles into life in the garage with a satisfying roar, and the car swallows the imperfections in the road surface with aplomb. There's no doubt this is one of the old-school Mercedes, which feel like they were carved from solid ingot. With a nought to 100 time of around eight seconds it's no sports car, but the urge from the V8 is still satisfying and the view across the subtly bulging bonnet, and along its converging lines, also offers a sense of occasion.

The impression of size soon disappears and you notice that modern SUVs sit considerably higher. Rowing a manual gearbox and unleashing a tad more power than you need — but you do it because it's fun — makes driving this car a more personal experience. Mistress Liesl still exerts an ageless charm. ■



Greg Lokes

1978 MERCEDES-BENZ 350 SL

Engine:	V8
Capacity:	3499cc
Bore/stroke:	92 x 65.8mm
Valves:	16 valves, SOHC C/R: 9:1
Net power:	143.5 kW / 195 PS / 192 hp (DIN) @5500rpm
Net torque:	275 Nm / 203 ft·lb @ 4000rpm
Fuel system:	Indirect injection Bosch K-Jetronic
Transmission:	Four-speed manual, RWD
Suspension front:	Double wishbones, coil springs, additional rubber springs, stabilizer bar
Suspension rear:	Diagonal swing axle, coil springs, stabilizer bar
Steering:	Servo-assisted recirculating ball
Brakes:	278mm vented disc front / 279mm disc rear

DIMENSIONS:

Overall length:	4390mm
Width:	1790mm
Height:	1300mm
Wheelbase:	2460mm
Front/rear track:	1452/1440mm
Kerb weight:	1540kg

PERFORMANCE:

Max. speed:	210kph
0–100kph:	8.7 seconds
Standing quarter-mile:	16.1 seconds



ŠKODA
SIMPLY CLEVER

TRUSTED SERVICE EVERY TIME

By servicing at Giltrap ŠKODA, you are ensuring your vehicle is looked after by fully trained ŠKODA technicians, with access to comprehensive factory support including the latest software updates and diagnostic tools.

Get in touch with one of our service advisors today.

Giltrap

ŠKODA

58 Great South Road, Newmarket
09 887 1838 service@giltrapskoda.co.nz





SLEEPING GIANT GETS NEW LEASE OF LIFE

An Otago family restores its rare
coupé to factory condition

Words: Quinton Taylor / Photos: Quinton Taylor,
NZCC archives, Paul Bouman, Tom Trevathan



Seeing it gleaming under an intense Otago sun, it's hard to imagine that this 1972 Holden Monaro GTS 350 coupé with its faultless patina, gold colour scheme with eye-catching white flashes, and chunky big tyres was starting to look shabby 10 years ago.

When they moved the car out of its Dunedin hillside garage back then, owners Tom and Winsome Trevathan got a shock when they realized how much it had deteriorated as a result of being stored in a damp garage.

"The car had been stored for about three years and we hadn't been aware that the garage was leaking, so it was quite a shock to see how bad it was. By the time we discovered how badly it had affected the Monaro there were quite a few rust patches," Tom explains.

Of a total of 405 HQ GTS 350 coupés built, just 307 were fitted with a four-speed Muncie manual gearbox. Tom is one of just a few owners of this rare car, which he found in Nelson in 1977. The original owner bought it new in Australia and, as required back then, kept it there for the required two years of ownership before shipping it back to New Zealand.

"When he brought it back here, his son bought it off him. However, the son decided he would sooner have

"The car had been stored for about three years and we hadn't been aware that the garage was leaking, so it was quite a shock to see how bad it was"

a motorbike than a car as it would be cheaper to run, so the father bought the Monaro back off him and I bought it off the father. So I'm just the third owner," Tom tells us.

Fitted with a Chevrolet 350-cubic-inch (ci) (5.7-litre) V8 motor, Muncie four-speed gearbox, and Salisbury limited-slip differential (LSD), the big two-door car made a striking impact in its day as well as serving as a family





TRACK MEETS ROAD



ZERO DEPOSIT 1.9% FINANCE

NOW ACROSS OUR ENTIRE RANGE

Search 'Honda Zero'

www.honda.co.nz

1.9% interest promotion is limited to new Honda cars registered by 31/03/2020. A maximum term of 36 months, fixed interest rate of 1.9% Per Annum, establishment fee of \$376, PPSR fee of \$10.34 & monthly account fee of \$8.50 apply. Finance offer is subject to lending criteria. For more information please visit <https://www.honda.co.nz/finance-offers/>



Bob Jane's Holden GTS 350 Monaro

TAMING THE SPEED HYSTERIA

When Holden introduced the HQ Monaro to the public in late 1971, it was a much tamer car than the HK, HT, and HG Bathurst-winning models that had gone before.

Holden had not only drastically changed the look of the new coupé, with a similar outline at the front of the new HQ sedans, but had also given the coupé its own new-look rear topped by a huge sloping glass area.

The rawness of the previous models was gone and in its place was a softer cruiser with more comfortable seats and trim. The LS models had more chrome and wood inserts for the dashboard.

The Holden Torana had taken to the tracks as the then-current 'hero' car and the Monaro was now a refined car for comfortable long trips for four. You could buy a base model Monaro fitted with a 173ci (2.85-litre) six-cylinder engine or move up to 'old red' — the 202ci (3.3-litre) six — then on to Australian-built 253ci (4.2-litre) and 308ci (5.0-litre) V8s. The top of the range was the Chevrolet 350ci (5.7-litre) V8. Today, very few of these HQ GTS 350 coupés remain out of a total of 405 built between 1971 and 1974.

alternative to a pickup.

A keen motorcycle rider in his younger days, Tom's son Paul picked up the bug big time for motocross.

"Paul started off in the smaller 125cc classes then graduated to the 250cc classes and joined the big boys," Tom says. "He was quite good at it and as a family we travelled all over the country to motocross meetings with his bike on a motorcycle trailer hitched on behind. He later rode overseas for Kawasaki."

The big car suited the family for their trips away and was the ideal car for the job. Today, the speedometer sits on just



Brent Youlden's current Touring Car Masters (TCM) Holden HQ Monaro

57,000 miles (92,000km).

"That car transported our whole family — my wife Winsome, oldest daughter Tania, Paul, and younger daughters Hayley and Sophie — all around the country before Paul went overseas," he says.

Despite not having power steering and with those big tyres making the Monaro a real handful to manoeuvre at parking speeds, Tom enjoyed driving it: "It was always used as the tow car for a lot of the South Island open-road driving. It was a fantastic open-road car; it just sits on the road. Although it had no power steering, it didn't need it once you got out on the open road."

Eventually, the car was little used and stored, but when its condition was eventually discovered a decision had to be made as to what to do with it.

TAKING THE PLUNGE

"We made the decision to fully restore the car to exactly as it would have been when it left the factory in 1972. Who to do it? One evening Winsome ran into Dave Bouman [Holden Enthusiasts Club of Otago] and told him about the car. Dave said he would get his brother Paul, a panel beater, to come and have a





look at it,” Tom says.

Paul said he would love to tackle it, so the Monaro was transported out to his workshop at Outram.

It was 10 years ago that they took the plunge and committed to a full no-expense-spared restoration.

“I wasn’t in a great hurry and I wanted a good job,” recalls Tom. “I told Paul that cost meant nothing, resulting in a ground-up restoration of the interior, as well as new door rubbers, seats, and interior panels. It was quite bad in some parts. It got a new right-hand front mudguard and boot lid. A lot of work was needed around the wheel arches as well as on many other parts of the car.”

Tom he helped out with jobs such as painting the inside floor before laying the new carpet. Every part was cleaned and overhauled and replaced where necessary; nothing was overlooked. Paul finished by sealing everything with fish oil.

“Holden didn’t build a lot of Monaro coupés but it built them well,” he says. “It built four-door Monaros too. Paul did a really good job of it and I’m very happy with it. He took the body back to bare metal and finished it by taking out any small dents ready to go straight

“We made the decision to fully restore the car to exactly as it would have been when it left the factory in 1972”

into the paint booth. A friend of Paul’s painted the car. He had also painted Paul’s own cars. It looks very good.

“It is still a great car, and out on the open road it’s pretty impressive. Dave Bouman did the motor for us. With the miles the car had done it was no use just doing the body and not the motor as it was sitting a long time. We’ve done up everything so it’s all still pretty tight.”

Tom remarks that his son was quite amused when he learnt of the decision to retain the tow bar.

“Well, it wouldn’t be the same would it?” he says.

RIGHT MAN FOR THE JOB

Paul Bouman has spent more than two decades working as a panel technician, restoring some interesting cars. We first met Paul in the 1990s at Warren Smith’s Collision City panel-repair business in Dunedin. He was working on a Triumph TR3 while completing a national trades feature for *New Zealand Classic Car*.

The lengthy restoration of Tom’s Monaro has brought a special car back to life and pristine condition. Paul acknowledges that getting the impressive panel shut lines just right necessitated

HOLDEN MONARO HQ GTS 350

Engine	Chevrolet small block V8
Capacity	350ci (5.7-litre)
Bore/Stroke	101.6mm/88.39mm
Max power	275bhp (205kW) at 4800rpm
Torque	360lb-ft (488Nm) at 3200rpm
Compression	8.5:1
Carburettor	Four-barrel Rochester Quadrajets
Transmission	Muncie M20 four-speed
Suspension, F/R	Short- and long-arm independent with rubber-bushed inner pivots, coil springs, stabilizer bar, and direct-acting tubular telescopic shocks / Four-link system with coil springs and direct-acting shocks; Salisbury-type rear axle new on HQ Monaro to cater for high-power V8 engines; 3.08:1 standard and optional 2.78:1 ratio
Steering	Recirculating-ball, ratio 20:1 on sedans; optional power-assisted variable ratio available for all models (not fitted to feature car)
Brakes, F/R	Ventilated-disc / Drum

DIMENSIONS

Length	4763mm
Width	1880mm
Height	1349mm
Wheelbase	2819mm
Tracking, F/R	1529mm/1529mm
Weight	1451kg

PERFORMANCE

Top speed	127mph (205kph)
Standing quarter-mile	15.7 seconds

PRODUCTION

1971–1974 HQ GTS 350, V8 coupé production numbers: 307 with Muncie four-speed manual and 198 with THM400 auto transmission — total production 405; HQ Holden Monaro LS 350 coupés with upgraded trim and specifications: upgraded trim and specifications: total production 217 production

many hours of work.

“Tom’s Monaro was really quite bad when I got it. There was quite a bit of rust internally and a lot of panels needed work. It was quite hard to get some of the replacement parts for it, such as the interior electric window switches and the armrest, which are peculiar to that model and very hard to find. Mike White did



New Zealand in 16 years,” Tom says.

A hard decision to make but there was only one thing they could do.

“It was finished two years ago and I’ve hardly used it since. It’s kept in a secure lock-up and I cannot get to it at the weekends. With my knee, I’m not supposed to be driving so we have decided to sell the Monaro,” he explains.

Despite travelling in the car for only a short drive, our immediate impression is one of a very tight, well-sorted, and drivable classic. Beautifully finished and trimmed, this ‘General’ is going to make someone very happy. ■

“With my knee, I’m not supposed to be driving so we have decided to sell the Monaro”

the paint job and, although I wasn’t quite sure about that original gold colour, once Mike added the white flashes it looked pretty good,” Paul mentions.

A new Rare Spares upholstery kit was fitted locally by A1 Upholstery and the impressive all-white interior complements the muted gold exterior and white sections. Paul made up a new factory front air dam to replace the missing original.

“I was very keen to see that this car wasn’t over-restored and I think we have achieved that,” he says.

HARD DECISION

A truck and courier driver for some 47 years, Tom has now retired. With the plan to move to another property, along with a recent knee-replacement operation, the time had come for a hard decision. Tom’s oldest daughter Tania, now living near Melbourne, would have liked it but Tom deemed it too powerful for her, and then there’s the heavy steering at low speeds.

“It would have been good for Paul to have it, but he married a Dutch girl and now lives in Amsterdam where he is crew chief for the KTM MotoGP motorcycle racing team. This Christmas will be his first time home to



Tom Trevathan



Time to PLAY



Playtime is when the Vitara really shines. With superb off-road handling, incredible fuel economy and advanced 5-star safety technology, Vitara is all about the fun.

TURBO FROM \$33,990 +ORC JLX FROM \$27,990 +ORC

VISIT SUZUKI.CO.NZ/VITARA

VITARA



GOOD, CLEAN FUN

Nissan's Z cars are nothing short of legendary, and the 350Z is one of the best. Is this your next achievable, fun, and reliable 'future classic'?

Words: Peter Kelly / Photos: Strong Style Photo







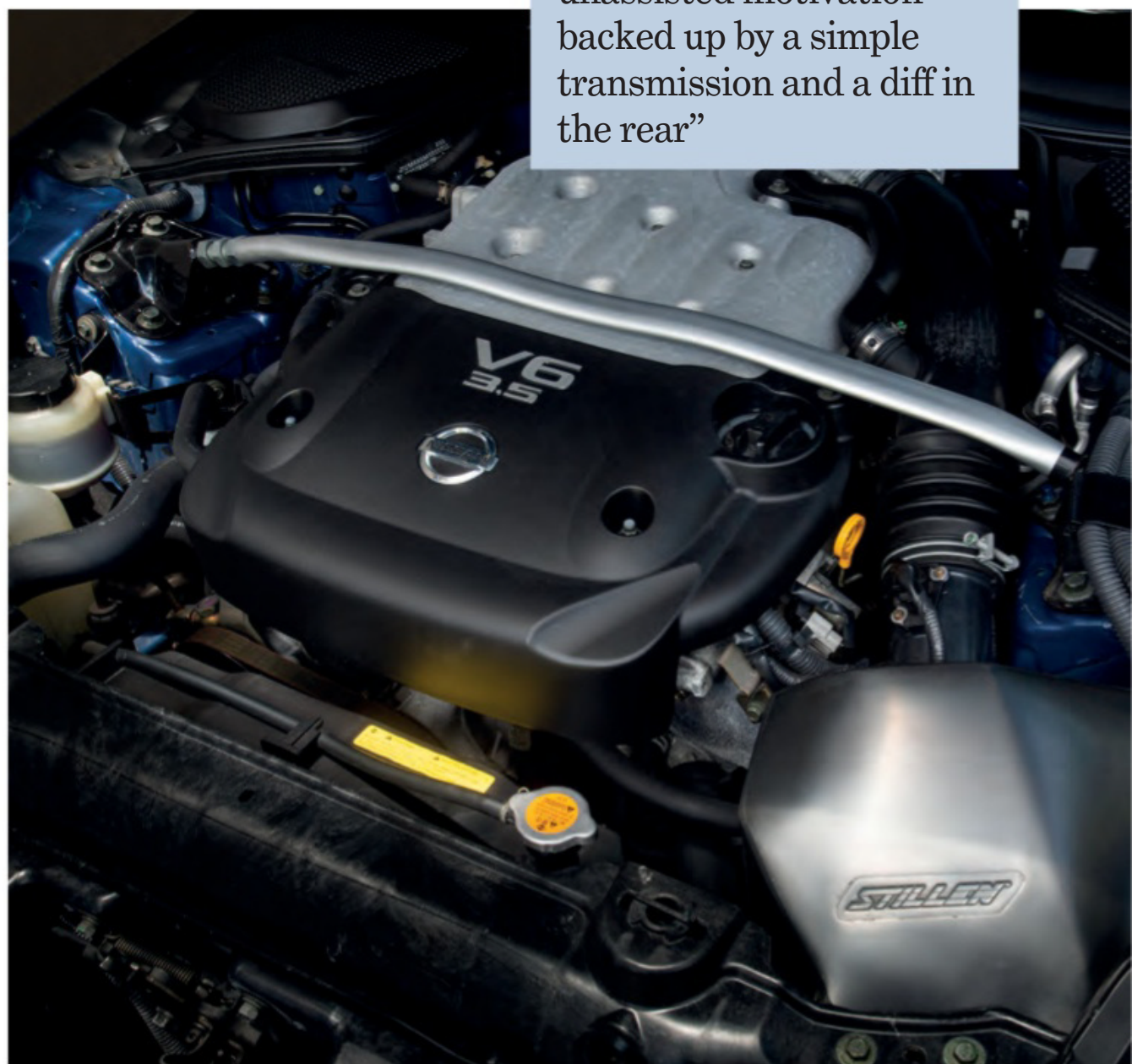
The term ‘future classic’ is often bandied about in the automotive sphere. It’s a label you’ll sometimes find attached to obvious shoo-ins like the Honda NSX or questionable calls such as the Fiat Coupé, or it might simply be the result of a seller truly reaching for the stars when penning an advertisement for his 2001 Kia Carnival. But what actually constitutes a future classic? As always, there’s never a simple answer — more a cloudy concoction of many factors. Rarity, heritage, driving prowess, popularity, and many more variables all get a look into this particular brew’s recipe.

A NEW CONTENDER

Nissan’s 350Z (Z33), while certainly not rare thanks to its impressive sales performance throughout the 2000s, certainly makes a good case for itself as a potential future classic. Sure, no one’s saying it’s going to be the next 250 GTO or DB4 Zagato, but as the next stage of any popular sports car’s life cycle begins for the 350Z — a decade after its production ceased — more and more of these brilliant everyday sports cars are suffering at the hands of overzealous modifiers, getting run into a sorry state by uncaring owners, or being launched into a totara tree at high velocity. There’s a good chance that once natural selection has waved its cruel, bony hand over the 350Z and the herd has been suitably

thinned, a tidy, unmolested example of this brilliantly capable all-rounder will be highly coveted. For the past 16 years, Stuart Horne, an airline pilot based on Auckland’s North Shore, has owned exactly that.

“The 350Z is based around a simple, tried-and-true formula: six cylinders of high-revving unassisted motivation backed up by a simple transmission and a diff in the rear”





2019 Shelby Super Snake Wide Body



**'ANYONE WHO TOLD YOU NEW ZEALAND
HAS NO SNAKES... *LIED*'**



LICENSED MOD SHOP AND CARROLL SHELBY STORE

*New Zealand built and approved Shelby Mustangs and performance upgrades
available through your local Ford Dealer or Shelby New Zealand*

SHELBY NEW ZEALAND (A division of Matamata Panelworks)
23A Waihou Street, Matamata
Phone: 027 500 2875 | Email: ross@shelbynz.co.nz



www.shelbynz.co.nz

GOT IT

Aside from being in incredible condition with only 43,000km on the clock, Stuart's 2003 Nissan 350Z Touring has its own special provenance, being the first-ever Z33 sold in New Zealand. His journey towards owning this pristine Daytona Blue example is a slightly complicated one that spans decades.

"My parents bought the first 240Z sold in Japan, back in 1971, and I've followed the Z-range since then," Stuart, who still owns that exact same 240Z, explains. "Then in 2002 I saw the new 350Z in the States and thought it looked beautiful. I was able to convince the wife that we needed one when it was released in New Zealand! I received a phone call from a close friend who worked for Nissan and had seen a 350Z at the Wiri base in Auckland. Initial enquiries with Nissan gave nothing away and even its existence there was denied. Through my contact, I got the manager's [number] and made a call. Once I had introduced myself and revealed the fact that I knew the car was there and that I had a 240Z, my wife and I were invited to Nissan headquarters to see the car and were given a drive."

Soon after, Stuart was able to put a deposit down on a vehicle, while his 240Z was then borrowed by Nissan for its showroom and subsequently displayed during the new model launch at the Chateau on Mount Ruapehu.

"Once I had introduced myself and revealed the fact that I knew the car was there and that I had a 240Z, my wife and I were invited to Nissan headquarters to see the car and were given a drive"

WELL DONE TOO

The 350Z was the perfect car for its time, coming as a welcome breath of fresh air after a six-year absence following the discontinuation of the very '90s, very bloated, and very complicated 300ZX (Z32). Years of ever-increasing waistlines, luxury bloat, and dilutions of the marque's heritage had tarnished the Z-name and appeal for most. But now,

here we were with a completely fresh machine. Like its original forefather, this was a simple, fun, and dependable car that did what it said on the tin, nothing more and nothing less.

"The 240Z was what everyone saw as a beautiful shape with great performance both in a straight line and with advanced suspension — for the day — giving wonderful handling," says Stuart. "However, with age and emission regulations, the Z became 'fat'. It lost its mojo. While there have been several attempts at new variants, [they've] not been able to bring back the same enthusiasm for the marque. The 350Z was an attempt to show what Nissan could produce and I think they did a reasonable job with this car. Most of all, it's about the practicality and ease of use while offering excellent performance at a reasonable price."

For the first time in a long time, Nissan had shifted its focus back to what made the original Z so damned good. Easy on the eye, easy to live with, easy to drive fast, and easy to trust: the 350Z was a return to simplistic, pure driving enjoyment, updated for the new millennium.

Aesthetically, the coupé has held up well, with its wheels, tucked under swollen fenders, pushed out to the





corners as far as possible, resulting in very little overhang front and rear. The simple silhouette doesn't scream exotic, nor is it particularly divisive; it's simply a clean, effective shape that has reached its adolescent years remarkably gracefully.

"This car is now 16 years old now, and it still looks good. It's a bit like the 240Z in that the shape has not aged as quickly as some cars," Stuart says.

BACK TO BASICS

Let's be honest, though: looks are only a small part of why people continue to buy these cars — at the end of the day, the 350Z is bought to be driven, which is something it does remarkably well.

Like the 240Z, the 350Z is based around a simple, tried-and-true formula: six cylinders of high-revving unassisted motivation backed up by a simple transmission pushing power out to a differential in the rear. A twin-spinner is not guaranteed however, as only the higher spec models, such as Stuart's Touring, came with a viscous limited-slip differential (VLSD), along with vehicle dynamic control, leather seats, and more.

About the driving experience, Stuart says, "The 350 is relatively heavy — all the stereo speakers alone must slow it down — but it accelerates well from stationary, and the V6 really

"The 3.5-litre VQ35DE engine won several awards for its design at the time. It's a free-revving unit that really pulls hard as the revs increase — it's overtaking ability is impressive while offering excellent handling"

lights up once the car is moving. The 3.5-litre VQ35DE engine won several awards for its design at the time. It's a free-revving unit that really pulls hard as the revs increase — it's overtaking ability is impressive while offering excellent handling."



2003 NISSAN 350Z TOURING (Z33)

Engine	VQ35DE 3500cc aluminium DOHC V6
Transmission	Automatic (as featured)
Suspension, F/R	Multi-link/Multi-link
Brakes, F/R	Disc/Disc
Wheels	17x7.5-inch
Power	214kW
0–100kph	5.9 seconds
Curb weight	1450kg



WHERE TO FROM HERE

Like us, Stuart thinks the Z33 is currently a solid buy for the discerning enthusiast.

“The used 350Z prices are showing ever-depreciating values,” he says. You can pick up a Z for stupid prices. Since it’s such great value, I recommend it to anyone who wants a comfortable two-seater everyday-use car with stacks of

performance and great looks.”

So, does the 350Z qualify for ‘future classic’ status? While it might currently be the realm of hardcore modifiers and late-night burnout kings thanks to its sporting prowess and bang-for-buck value, so were RX-3s, XU-1 Toranas, and RS Escorts not so long ago — and look what you’ll pay for a good one of those now. After spending some

time with Stuart and his 350Z, we’re beginning to wonder if it actually matters one iota whether these playful Nissans are destined for bona fide classic car status and a big jump in value in the coming years. As long as a car can be enjoyed as Stuart enjoys his 350Z, does it even matter?

All that said — you should probably get one before they go up. ■



GAME CHANGER

Stuart also owns this pristine 240Z, originally purchased brand new off the lot in Tokyo by his father, back in 1971.

Like the 350Z, this car holds a special title: it was the first 240Z ever sold in Japan. Until that point, only the smaller engined two-litre examples were sold, using the ‘Fairlady’ badge on the domestic market. With pressure from the jealous Japanese public, Nissan relented a couple of years into production and began to offer the bigger engined version of

the S30 that the rest of the world received, with local buyers apparently happy to pay the exorbitantly higher road taxes the increase in displacement demanded. Although Stuart’s family sold the 240Z a long time ago after bringing it into New Zealand, Stuart managed to keep tabs on it through the years, eventually finding it again and buying it back in 1997. Since then, he has spent his time returning the Z to stock original condition and even has the original steel wheels and hubcaps ready to go on.

This car showed the world that not only could Japan produce beautiful, interesting, and fun vehicles at a time when the country was known for cheap and cheerful econoboxes, but the Z showed manufacturers of the era that sports cars didn’t have to be exorbitantly expensive, hard to live with, or even harder to keep in running condition. This is a car that truly did change the game, and sent a clear message to the European and US carmakers that the days of cruising down easy street with poorly built, overpriced sports cars were over.

SUBSCRIBE AND SAVE!

SUBSCRIBE, RENEW, OR EXTEND YOUR SUBSCRIPTION TO
NEW ZEALAND CLASSIC CAR MAGAZINE AND SAVE UP TO 36%



NEED MORE REASONS TO SUBSCRIBE?

- NEVER MISS AN ISSUE
- FREE DELIVERY TO YOUR HOME
- REGULAR EXCLUSIVE SUBSCRIBER-ONLY OFFERS AND PRIZE DRAWS

SIX MONTHS

\$54

**SAVE
\$11**

ONE YEAR

\$98

**SAVE
\$33**

TWO YEARS

\$169

**SAVE
\$94**

**1-YEAR
DIGITAL
SUB ONLY
\$49**

TO SUBSCRIBE

WWW.MAGSTORE.NZ OR 0800 727 574

Terms and conditions: 1. New Zealand delivery addresses only. 2. Offer available on subscriptions purchased through Parkside Media only. 3. Offer available on New Zealand Classic Car magazine print subscriptions only. 5. See www.magstore.nz for full terms and conditions



LUNCH WITH GARTH HOGAN

Garth Hogan can't recall
a time when his life wasn't
consumed by cars

Words: Michael Clark / Photos: Collection

Garth's passion for cars, especially those of the racing variety, was entirely due to the fact that his father, Ron, was a guru on the Auckland speedway scene, a man who could strip and rebuild a Ford flathead blindfolded. Ron Hogan's expertise with Fords was such that he became the go-to man across all forms of motor sport for anyone using Henry's V8. Such was this influence on his only son that Garth remains loyal to the blue oval to this day.

We meet for lunch at the excellent The Stables in Whitford in early November while Garth's up from Wanaka for a few days. As we glance at the menu, he mentions he's used his time in his hometown constructively by buying a new vehicle that morning. It's no surprise to learn it's a Ford — what else?

Garth was born in Auckland in the late 1940s and shared a tiny house in Point Chevalier with his parents and sister. "From the time I was knee high, there were racing guys around the house — colourful guys like Johnny Riley, Louis Antonievich, Garth Souness, and Red Dawson — and I just loved listening in on all their race talk. There were American magazines, mostly related to hot rods, so I seamlessly went from coming under the influence to total immersion. In our house, if you didn't talk cars — flathead V8s especially —

then you didn't talk."

Garth was already hopelessly addicted by the time his father "gave up motor racing as a mug's game" in the late 1950s.

It becomes abundantly clear that Garth's story is incomplete without reference to his dad.

"He was many things, including brilliant, highly principled, and utterly original. He was also bullheaded, opinionated to a rare degree, and almost pathologically incapable of expressing approval to anyone, particularly those closest to him. He never drank and his attitude to alcohol, like all his strongly held opinions, never changed."

HOOKED ON SPEEDWAY

As for Ron's enthusiasm for Ford products — "He believed that Ford products were sensibly designed for longevity and performance, the result of an evolutionary process. Henry Ford was irascible, easily irritated, egocentric, driven to the point where little beyond his work mattered to him and, of course, brilliant."

Garth concludes that Henry was Ron's kind of guy, and adds that "his jaundiced view of diesels of any brand was matched by his love of petrol engines".

"Speedway was a big part of Dad's life since the first races were held in Auckland before the war and his favourite drivers raced Fords. He had no ambition to be a driver; his fascination was with the cars and he was quickly identified as a handy fellow to have around."

The entire Hogan family would be at Western Springs, and Garth says that from an early age he was absolutely hooked.

"At seven years of age I had a job distributing race colours to the motorcycle riders," he tells me.

By the time Garth was in the top class at Pasadena Intermediate, the highlights of his life were Western Springs and the annual pilgrimage to Ardmore for the Grand Prix. However, as his interest in all things associated with the American racing scene intensified from the magazines he was consuming, he became convinced that "racing on banked ovals had to be a lot more interesting than the processions at Ardmore".

"A lot of the racing had hot rodding at its core. The fact that this was all happening half a world from Pt Chev made it seem glamorous and exotic."

I ask Garth if, after the indoctrination he'd had at the Springs, he'd dreamt of racing there himself.

"I loved watching speedway and the people who pursued it but I wasn't interested in getting behind the wheel and becoming a speedway competitor myself. I presumed that one day I'd race something but that if I ever ended up racing a car it would have to be fast. In fact, it would have to be very, very fast."



FAMOUS FOOTSTEPS

By the early 1960s Garth was in the top stream at Seddon Memorial Tech. He knew Bruce McLaren had also done the engineering course there. He recalls, “Bruce’s successes were celebrated at Seddon where there was a sense that he was one of them, a boy who was expected to do modestly well if he applied himself. To know that he was actually doing brilliantly at the highest level in one the most challenging pursuits in the world was inspiring for all because, that year, 1962, he won the Monaco Grand Prix and finished third in the F1 championship.”

After passing his School Certificate, Garth expected his father would require him to leave school and get an engineering apprenticeship.

BACK TO SCHOOL

“To my surprise and relief, he said I might as well have a go at passing the University Entrance exam. Maybe he might have been curious to see just how far I could go academically, but whatever the reason it was a relief to stop welding trailers and cradles for Dad and go back to school.”

Given that a top drag racer is part daredevil and part scientist, I’m intrigued when Garth tells me the subjects he took in 1964.

“My courses consisted of pure maths, chemistry, English, physics, and ‘ad maths’ — a cross between maths and physics. “My maths teacher had outlined my choices: I could work diligently to secure an academic career or I could take it easy. I elected the latter, the reason being deeply rooted in the notion

“He was many things, including brilliant, highly principled, and utterly original. He was also bullheaded, opinionated to a rare degree, and almost pathologically incapable of expressing approval to anyone...”

that the old man had always told me I was useless. Academia was something reserved for those who were outstanding — superior people who belonged in a different world to mine. I assumed that the academic world offered me nothing and there was no chance of

becoming a doctor, lawyer, accountant, or architect. Becoming a scientist was beyond comprehension.”

For Garth, engineering held some attraction. “It was more the practical side that appealed, not operating lathes and drill presses to produce something like the old man.”

However, those hot rod magazines had had a profound effect.

SCHOOL BOY DREAMS

“It was unavoidable. All my reading, from about the time I could read, was about American motor racing: the Indy 500, Bonneville, Nascar stock cars, dirt track oval racers, and eventually drag racing.” It was the latter category that captivated the young Garth even more than the others.

“The question anyone who’s ever raced anything always gets asked is ‘How fast does it go?’ In drag racing top speed is what it’s all about and that’s what attracted me.”

Not that Garth ever became one-dimensional in his love of motor sport. He’s just as comfortable discussing modern MotoGP racing as he is talking about the evolution of Formula 1 and then in a flash we’re back to Indy roadsters.

“I still consider an uncaged Kurtis Offy the most beautiful racing car of all time — well, I guess I thought that until I saw the Lotus that Jimmy Clark won the ’65 Indy 500 with.”

With mention of that car, Garth starts recounting the day he met the shy Scot.

“I had a holiday job driving a spare parts delivery van. I walked into the John Andrew Ford lunchroom one day in January 1966 and there he was. My eyes went out on stalks. The older mechanics engaged him in conversation, calling him

Jimmy as if they'd known him all their lives. I just sat and ate in silence, watching and listening. It never occurred to me that I should speak to him."

The year 1964 left quite an impression on Garth.

"In January Bruce McLaren won the New Zealand Grand Prix, and things just got better. Ford brought out the Mustang; the GT40 was coming; there was the 427 Galaxie; and Jim Clark was taking on the Indy establishment with the quad-cam Ford V8. I was 16 turning 17, in a Ford house, reading all of this in the magazines and I'm in heaven!"

NOT JUST DREAMING

Garth recalls that it was while watching Clark at Pukekohe in 1966 that it dawned on him that he might find the motor racing fix he was seeking in drag racing.

"I wanted something violently fast, something that was exciting in the same way that a huge explosion was. In drag racing, the contest determined a winner and a loser in a matter of seconds and the speeds attained were incredible."

I mention that at that time there were no official drag racing strips in New Zealand.

"The nearest you could get to it was streets between traffic lights and illicit street drag races that happened only rarely. Hot rods guys spoke the same language as drag racers. Quite how I would go about getting into it and in what capacity was another matter. I'd grown up reading the language and understood the connection between hot rods that cruised and drag cars that did not. In their own ways, both were a celebration of horsepower, acceleration, and, most of all, individuality."

Garth increasingly wanted to be part of that fraternity.

"If I couldn't drive a drag car then I wanted to be a hot rodder."

A lack of funds meant neither was immediately likely as he'd enrolled at the University of Auckland in Engineering Intermediate, which consisted of papers in pure maths, applied maths, physics, and chemistry. After what he describes as a "very social year" he vowed to be more diligent in 1967, a year that would see Garth join the newly formed Queen City Rodders, revel in the launch of New Zealand Hot Rod magazine, and attend New Zealand's first official drag race meeting in an open-cast mine at Kopuku.

PLANNING

Garth recalls driving home from that event with a feeling of frustration.

"I really wanted to be part of it but I had no idea where to start. My father had had a lifetime of projects stalled through a lack of money and a little part of me wondered if that might be my destiny as well."

Garth was soon a committee member of the New Zealand National Hot Rod Association and was starting to meet kindred spirits of the small but dedicated fraternity here. One of the more influential ones was from Lower Hutt.

"Grahame Berry had already created some of the most iconic hot rods in New Zealand and was already well known via the pages of New Zealand Hot Rod. He was a colourful guy and I quickly realized he was more interested in racing than show cars. Sitting watching racing with him at Kopuku was the start of a long and rewarding friendship."



Dad got me this pedal car but it was too heavy for me so he fitted a starter motor from a Ford V8. It was geared to do 30mph – but I rolled it so it had to be taken to Roly Crowther's workshop to be fixed. I was as proud as punch – I was 6 years old and already had a car in a panel beaters...

UNREALISED DREAM

Garth's father never tried to disguise his contempt for hot rods so it was more than a little surprising that Ron Hogan agreed to his son's suggestion that a 1940 Willys coupe resting in his yard would make a good basis for a rod.

"I sourced an Oldsmobile Rocket 88 engine from a wreck, added a Chev front end and Ford Ranch Wagon rear but sadly it became yet another project that would never be finished because Dad insisted on doing everything before losing interest after the initial flurry of activity."

BRANCHING OUT

Garth was driving his dad's tow truck most Friday and Saturday nights but was still no closer to his dream. Late in 1968 he decided to join some mates bound for Sydney. "It was first extended time away from home and my first trip overseas."





The trip also provided Garth with his first taste of proper drag racing — cars running with nitromethane known as ‘top fuellers’.

“I’d made various connections from my time on the New Zealand Hot Rod Association, including the manager of Castlereagh International Dragway near Penrith. He told me I’d be most welcome to attend and arranged for me to get a ride out there. For me it was like being transplanted to Disneyland.”

After waiting for years to see and hear top fuellers, after reading about them for so long, the time had come and Garth wasn’t disappointed.

“I had an LP record that I’d nearly worn out, so I was prepared for that brutal crackle of a supercharged 392 running with a big percentage of nitro, but knowing it and experiencing it were two quite different things. The ground shook and the noise was so deafening that, even though I didn’t want to, I had to cover my ears.”

Prior to flying to Australia, Garth was already a partner in The Speedshop in Auckland, and made contacts while there to import flame-proof paint. He had a gut feeling that “demand would far outstrip supply”. It was another step along the way of developing Garth’s business acumen as he set about discovering all he could about import licences.

“I was back in Auckland for the start of the 1969 university year. By then I had already decided my future would not be in academia but, with no other options, I sold my share of The Speedshop to my two partners and re-enrolled.”

PLANNING

Garth’s duties as secretary of the NZHRA gave him much greater pleasure than his studies.

“More temporary strips were being used, including Bay Park, Napier Airport, and Ardmore’s main runway, but the most famous was Kerrs Road in South Auckland, where spectator numbers were huge, but an accident highlighted the need for a permanent facility.”

Garth’s need to build a drag car, even if it meant sharing with someone else, was all-consuming. Hot rodding was growing in New Zealand and the opening of the drag strip at Meremere gave the sport a permanent home. In the early 1970s Garth was a busy boy with his newly acquired licence to distribute VHT here and attendance at hot rod shows all over the country.

“I’d look at all the chrome on cars at shows and wonder when I’d find the time to build my own, and, despite my enthusiasm for them, the old man’s disdain for hot rods hadn’t softened.”

Garth well recalls the day his chance of going racing crystallized.

“My friend Geoff Larsen dropped in and told me he’d reached an impasse with his racing because he couldn’t afford to keep up with the technology or repair any damage. An idea formed: what if we collaborated?

“The plan was for Geoff to own the engine and I’d own everything else. We’d start on alcohol and move to nitro and split the driving.”

For Garth there was only one man to turn to for the construction of the car — Grahame Berry.

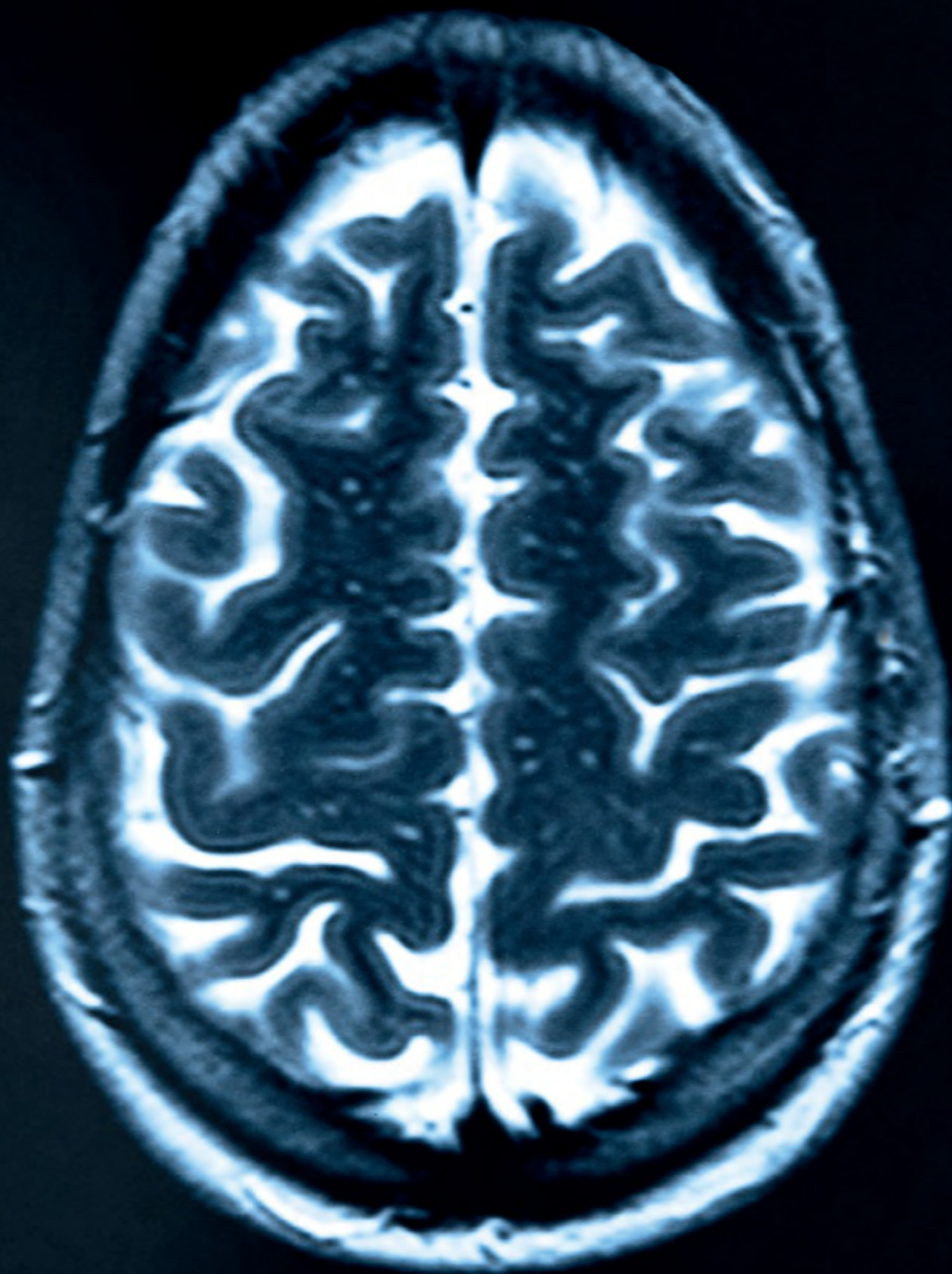
“He accepted the commission and I outlined the general dimensions.”

Garth was delighted with the finished product, which was painted deep red with virtually no visible chrome, as per Ron Hogan’s mantra: “Chrome doesn’t make a car go faster.” Garth won the toss to race it first and he recalls the date instantly: “26 January 1975 at Champion Dragway.”

Next month we’ll tell you how he got on and continue the incredible story of Garth Hogan, drag racer, businessman, aviator, car collector, hot rodder, and family man. ■

OUR TEST TRACK

25 L



GEN/10.0Mhz
26dB/DR60
MapE/VEEOff
RS3/SCOff
E1/P2/T2

VFX13-5
TEST19
18fps
MI:0.8

The neural pathways of our design engineers are the ultimate performance circuits. Everything we do is driven by imagination because we believe it is our most valuable resource. Imagination and ingenuity are the foundations Mazda is built on. Always striving to elevate the driver's enjoyment behind the wheel. This thinking fuels our desire to keep aiming higher. The results are, well, mind blowing. **Imagination Drives Us.**



mazda

MOVING A BIT OF OCEAN —

NEW YORK TO LA VIA ROUTE 66

Patrick Harlow drives the ‘Mother Road’ — or what he can find of it — and uncovers the arc of the US’s greatest decades

Words and Photos: Patrick Harlow

I was once given a book that detailed the 36 greatest road trips in the world. Naturally, it included Route 66, one of the world’s best-known roads, which at one stage was almost extinct — a road that has been on my bucket list since I was 15 years old.

For most Americans, Route 66 is an old road that nobody bothers to drive any more. Locals react with mild surprise when they hear you have come to drive it, as their preferred method of travel is to fly over it, which is why

most of the people that travel this road are not Americans. The bulk of tourists come from Europe with another large contingent from Australia and New Zealand. Most of the Americans who do travel the route have some appreciation of the romance of the road but for them it’s nostalgia; it brings back memories of travelling Route 66 with their parents decades ago, before the Interstate was built.

Route 66 was decommissioned in 1985 when the last signature black-

and-white shield markers were taken down. It had been the main route between West and East since the 1920s. Sixty years is not a long life when compared with the history of other well-known roads, and not just the Roman ones. However, it covers the US’s transmutation from the depression years of the 1930s — when the road carried farmers, driven off their land by drought, west to California — to becoming the most prosperous superpower in the world.



A LONG ROAD'S SHORT LIFE

Throughout World War II, Route 66 carried troops and supplies backwards and forwards across its eight states. By the 1950s, when the car became king and millions discovered the road trip, the US's 'Mother Road' came to symbolize the freedom of the open highway.

Route 66 travellers supported the economies of hundreds of small towns along its length. It is the stuff of modern

legend; songs and books have been written about. In the early '60s, there was even a dramatic TV series based on the iconic road.

In recent years, the animated Pixar movie *Cars* was inspired by Route 66. Before filming began, the movie's creators travelled along the road meeting the people, seeing its many iconic locations, and viewing the *Jetsons*-style Googie architecture that captured the futuristic spirit of that optimistic era. Sadly for

many of these architectural landmarks scattered along the route, time has shown how quickly that vision faded.

The start of the Interstate construction in 1956 signalled the beginning of the end for many small towns and tourist stops that had prospered along the route. As the lifeblood of through traffic drained away, the towns shrank and some have now gone entirely. In 1985, after the completion of the Interstate Highway System, Route 66 was decommissioned as a main road and large parts of it were dug up or renumbered.

Route 66 was listed in the 2008 World Monuments Watch, to draw attention to the complex challenges of preserving not only an iconic cultural landscape but an historic American experience. In 2018, the US National Trust for Historic Preservation placed the famed highway on its list of the 11 most at-risk sites. Fortunately, in 1999, Congress created the Route 66 Corridor Preservation Program, the purpose of which was to inject funds into the Mother Road, not only for



tourism but also to give financial and technical assistance to facilitate the preservation of Route 66. In some places the iconic shield logo has been painted on the road. The programme was originally only intended to be for 10 years, set to finish in 2009, but was extended through to 2019. The past is celebrated but whether it has a future is still to be determined.

THE *JETSONS* DREAM IS FADING

Today, small businesses along the route struggle on, surviving on the fading fame that brings tourists to see the streets and towns which exemplified 20th-century America. Those that have survived have thought outside the box and made this route one of the most memorable modern-day drives in the world.

We decided to make our own pilgrimage after watching the Scottish comedian Billy Connolly's TV doco on driving the road, opting to do the 'full Monty' and traverse the entire country, starting in New York and driving to Chicago to pick up Route 66 to Los Angeles (LA), with the odd detour along the way. Our hire car, a Cadillac CTS, had been booked by our travel agent before we left New Zealand. Unfortunately, when we went to pick it up it was not available, so we were offered a free upgrade to a Cadillac SUV. When I made it clear that under no circumstances was I going to drive a truck across the country, the next suggestion was a downgrade to a modern Dodge Charger. Only in the US would

a Dodge Charger be considered a downgrade from a truck. Naturally, I was more than pleased with the downgrade.

Our first stop was the Atlantic Ocean. We filled a small soda bottle with water which, hopefully, we would pour into the Pacific Ocean at the end of our journey. Then we started negotiating the multi-lane motorways heading out of New York, rapidly coming to terms with driving on the wrong side of the road. Although I was driving just a smidgen above the speed limit, I was way too slow. In the US, speed limits are treated more as a suggestion than a legal

requirement and I had to increase my speed to keep pace with the police car that had just passed and to avoid getting tangled with the 16-wheeler trucks crowding my exhaust pipe.

If you ever decide to drive on the busy motorways in the US, take a GPS device. It was invaluable as we headed to our first destination: Niagara Falls in Canada. At one point we changed motorways five times in as many minutes, with any one of the six lanes being a possible exit. At the speed we were travelling, it would have made map reading almost impossible.

Our first stop was the Atlantic Ocean. We filled a small soda bottle with water which, hopefully, we would pour into the Pacific Ocean at the end of our journey





FINDING ROUTE 66

Eventually, New York was behind us, having added just a few more grey hairs to the current crop. Once we had seen the falls, it was back across the border to take in a visit to The Henry Ford Museum in Detroit before we got to the actual start of Route 66 in Chicago, three days after leaving New York.

From Chicago, our intention was to stay off the Interstate as much as possible. This was a great plan, but our fondness for the GPS diminished as it could not accept we did not want to travel via the fastest route. It was extremely reluctant to accept any alternatives to the Interstate, and kept routing us back onto it. Although we headed out of Chicago along Route 66, it was not long before we found ourselves accidentally heading up the on-ramp of Interstate 40.

An hour and a half later, we managed to get off at an exit which put us back on the route. Fortunately, when not on the Interstate, life is much slower so the GPS was relegated to the back seat — until we got lost two hours later. We travelled most of the route using the paper maps in the *Route 66 Adventure Handbook* by Drew Knowles. With a revised edition published in 2011, it was reasonably accurate. Unfortunately, we still took

wrong turns or encountered dead ends where the local government had either closed a section off or ripped up a part of the old route. So occasionally we had to resort to the GPS to keep us at least heading west.

At times, the route would travel parallel to the Interstate. It was an amazing contrast. We drove along an almost empty road with interesting bends and undulations beside the traffic-heavy and very straight Interstate road President Eisenhower decreed would be built to allow planes to take off from and land on during times of war. A Russian invasion was considered a real threat when the Interstate was under construction during the '50s and '60s. Even the flyovers were designed with the thought of concealing fighter planes underneath them.

ROY'S GOOGIE GAS STATION

Route 66 meandered through quiet country towns while traffic on the Interstate flew past. Several towns did not even warrant an exit ramp. The Interstate carries thousands of cars and trucks and almost every third vehicle is a truck. Back on 66, traffic was so light that you could be forgiven for thinking that we were driving on the West Coast of New Zealand.

In some states it is easier to follow Route 66 than others, with either clear signposting painted on the road or signs

on lamp posts. However, on occasion we would come around a bend at about 100kph to discover that the road ended with no warning other than a fence across and a paddock beyond it. Quick application of the brakes prevented disaster, but a little more warning would have been appreciated. When this happened, we had to double back to the nearest Interstate and travel to the next exit in the hope of continuing our journey. But this all added to the trip's interest.

We visited Amboy, in California's Mojave Desert, only accessible off an Interstate exit, as Route 66 had been turned into paddocks at both ends. These days, the town has about 11 surviving buildings, the biggest of which is Roy's Motel and Gas Station — a great example of Googie. These buildings were heading into oblivion when restaurateur Albert Okura bought the entire town for US\$425K in cash in 2005. Since then, he has reopened Roy's but the former Route 66 boom town still has a population of only about four people. People stop to purchase gas from the quaint old pumps, while weary travellers can get limited refreshments and souvenirs inside the service station. Some days, there are even aeroplanes parked in Roy's car park; they taxi across the road to the service station from the nearby airport.





TWO NATIONS SEPARATED BY A COMMON LANGUAGE

It has been said that travelling across the US is very similar to travelling in Europe. Each state has its own nuances and cultures. In Europe, language is, of course, a problem, and surprisingly we found it just as much of a challenge communicating in English in the US.

For example, we would stop at a restaurant to have lunch. The waitress would approach our table and rattle off the specials; we had absolutely no idea what she said. She may have started with the words, “How y’all”, but we couldn’t be sure. Then we would have a go at ordering our meal and wonder why she was staring blankly at us. Eventually, she would respond, “Come again?” (please repeat your order).

Ordering something as simple as a cup of tea proved to be difficult. Unless you were very specific, you ended up with a glass of well-sugared tea with ice in it. Asking for hot tea with milk received the response, “Do wah?” This expression I later translated to mean, “Do you want what?” It was such a

mission that it was generally easier to settle for percolated coffee with ‘creamer’.

Once past the language barrier we always found Americans to be very friendly people. They treated strangers with ingrained politeness. We were always referred to as either sir or ma’am, even by the unknown teenage stranger who rushed to open the door for my wheelchair. Just the sight of a steep kerb

would have complete strangers offering to assist my wife with the wheelchair.

Of the six weeks we spent in the US driving from coast to coast, four and a half of those were spent cruising along Route 66. If pushed for time, it can be driven in four days, but most travel guides recommend at least 15 days. We decided to spend even longer on the trip so we could explore sites that caught our interest along the way. Before embarking on such an adventure, I’d recommend researching the best places to stop. It’s such a big country and it’s easy to miss the good bits.

ANOTHER ICON GONE

Such as a gas station that doesn’t sell petrol any more, for example — like the re-creation of the Gay Parita station in Paris Springs, Missouri. We stopped for what we thought would be a quick look on our way past. Inside was Gary Turner, who has been a Route 66 icon since he retired about 25 years ago. Gary is happy to sit and chat to all the Route 66 adventurers who happen by. He regaled us for more than an hour on what we could expect further west and what we should have seen back east. He knew the best places to stop for food and which places were the most authentic for about two states in either direction. He recognized our Kiwi accents, and said he was flattered that so many of us came to drive the Mother Road. Sadly, he passed away a few months after we left. Would his place fade away like so many others? Happily, some quick research has shown that his daughter has moved





During the '50s and '60s, Darryl designed and constructed hot rods that were visually impressive due to the *Flash Gordon*-style blown-plexiglass bubble tops.

back to Paris Springs to carry on her father's legacy.

Afton, Oklahoma, a town of fewer than a thousand people, was replete with abandoned and empty buildings, but one had been refurbished and turned into a Packard museum, just down the road from the National Rod and Custom Museum Hall of Fame, owned by Darryl Starbird, the bubble-top king. This is a must-see. During the '50s and '60s, Darryl designed and constructed hot rods that were visually impressive due to the *Flash Gordon*-style blown-plexiglass bubble tops. The museum is not mentioned in Route 66 books, but if you are driving through Afton it is only a 15-minute detour.

Accommodation prices varied from town to town. Our cheapest night was about US\$60 in total, and the average was around the US\$100 mark. Apart from the cities and the town of Holbrook, where the Wigwam Motel was situated, we did not pre-book accommodation. We found it better just to drive until we found somewhere we liked.

OCEANS UNITED

Eventually, we fetched up at the Pacific Ocean and symbolically concluded our journey, tipping our little bit of the Atlantic, which had taken the shortcut with us, into our own ocean.

A modern car like our Dodge Charger was a good choice for a trans-continental cruise. It had amenities such as cruise control, climate control, and keyless entry. Being modern, it was also reliable, reasonably economical, had plenty of power, and was a joy to drive. However, along the way, we met people driving the Mother Road in classic American cars, motorbikes, and even the odd bicycle.

We travelled in November, which is autumn in the US. Throughout the trip temperatures varied from the upper 20s to the low 30s (°C), making it far more

comfortable than in the extremes this country experiences in summer and winter. You don't want to be in Chicago in January (−9°C) or Los Angeles in June (35°C).

Highlights of the trip were seeing parts of old-time America that may not exist in a few decades and meeting some of the eccentric people who live along this road. Travelling up the inside of the Gateway Arch in Saint Louis, peering over the edge of the Grand Canyon, and the Painted Desert were worthwhile detours, as was a

major detour to Las Vegas, which took us across the Hoover Dam and eventually to the Shelby American factory.

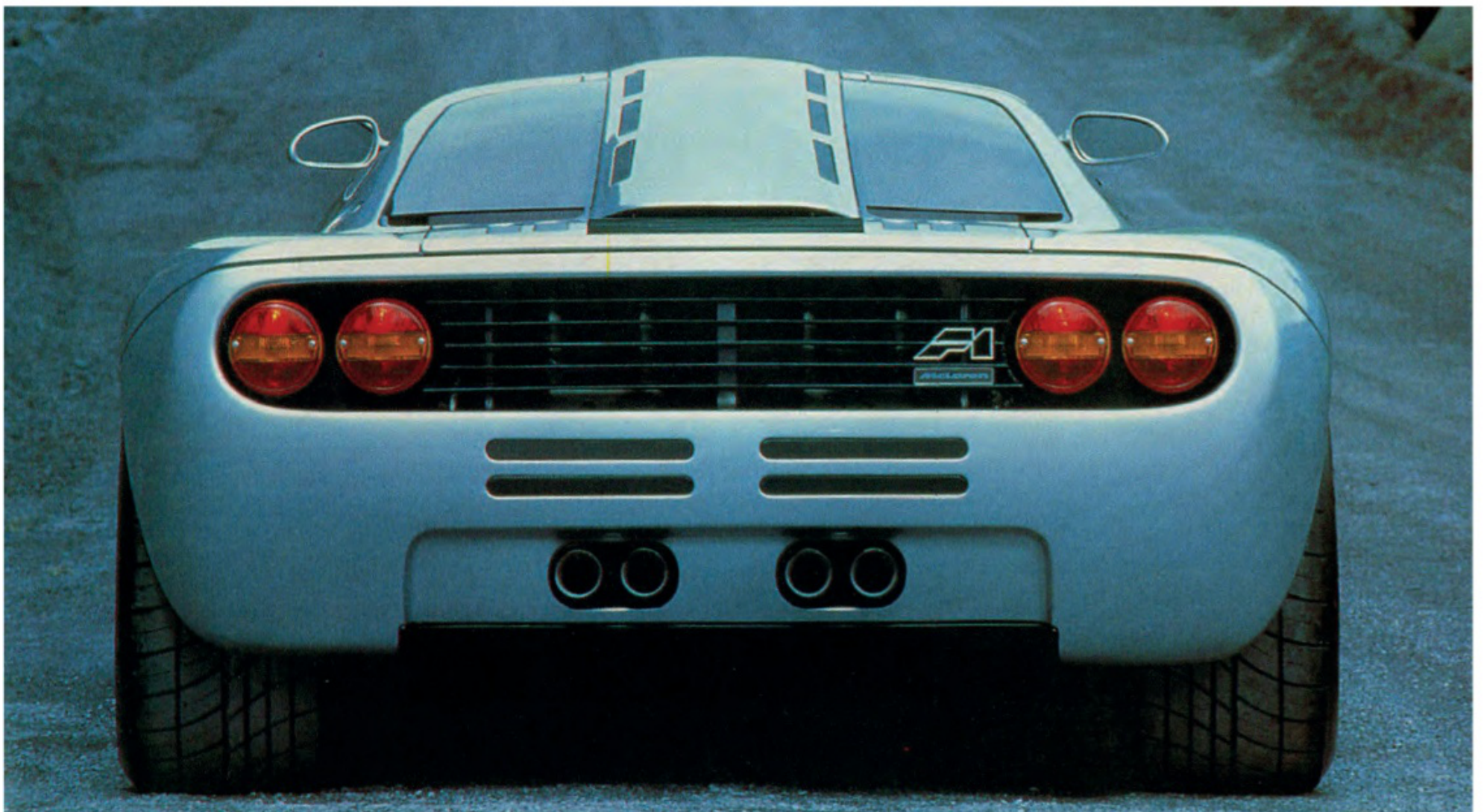
Last but not least impressive was the different scenery around every bend of this amazing 4000km road. If you ever have the opportunity to experience Route 66, you won't be disappointed. However, the sooner you go the more you will see as, despite well-meaning efforts to save it, the road is shrinking almost daily. ■



AND THEN THERE WAS ONE

New Zealand was once home to three '90s McLaren F1 supercars, a car described in its time as the finest driving machine yet built for the public road. Donn Anderson remembers XP4 visiting one afternoon 25 years ago

Words and photos: Donn Anderson



Some say money is the root of all evil and the subject of dollars is ever present in the world of classic and wonderful cars. The 1992 McLaren F1 road car is a magnificent piece of engineering worthy of any sort of examination yet so often the brilliance of this work of art is almost overshadowed by the vehicle's financial appreciation.

Of course the car's excellence, if not its scarcity, is a valid reason why it has become so valuable. New Zealand is but a small collection of islands in the

South Pacific and a blip on the radar of global importance yet in recent times it has been home to three McLaren F1s out of a total production of 106 built over a six-year period ending in 1998.

As the stature of the McLaren F1 has grown, and with it the groundbreaking road car's astounding worth, the number has dwindled to just one car residing in New Zealand — unless a quiet owner has another example squirrelled away in a garage somewhere. However, none of this should detract from our paying

tribute to what surely is a unique piece of machinery.

Hindsight is a wonderful thing, but 25 years ago we could scarcely have imagined the McLaren F1 — then an already hugely costly NZ\$1.5M car — would scale such heady heights by 2020.

In 1994, affable Auckland car dealer Mike Clark was looking after XP4, the first McLaren F1 to arrive on our shores. Mike's well-known Auckland dealership, Clark's of Khyber Pass, carried an impressive array of Mercedes, Rolls-



Royce, and Porsche pre-owned cars on offer and Mike was well used to driving costly vehicles. However, when he turns up unannounced at our Takapuna residence one afternoon in the dark blue and tan-trimmed F1 XP4, I have to ask him how he feels about driving such a costly piece of kit among often negligent Kiwi drivers.

He replies, "Well, it is somewhat stressful, especially after I have just had to take avoiding action when a large piece of timber fell off a lorry in front of me on the Auckland Harbour Bridge!"

VISIT TO WILSON HOME

Mike has Bruce McLaren's daughter, Amanda, with him as passenger sitting behind, as is necessary in this car. The Andersons swarm around the car like bees to a honey pot. I am then invited to

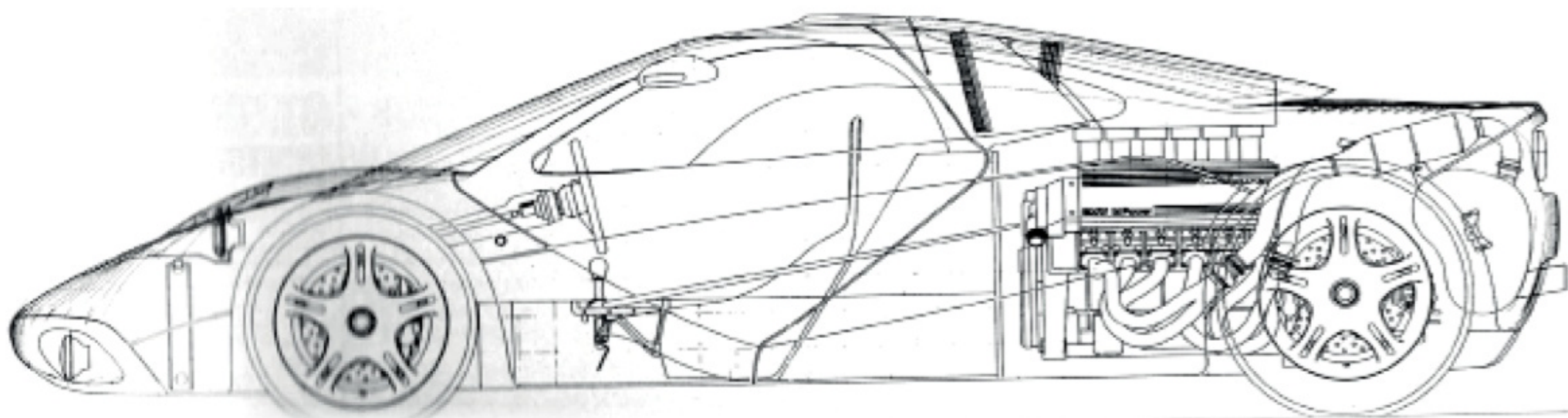
join Amanda as the third occupant for a quiet drive along busy Lake Road and the North Shore environs. It is hardly a high-speed experience yet still very much an occasion.

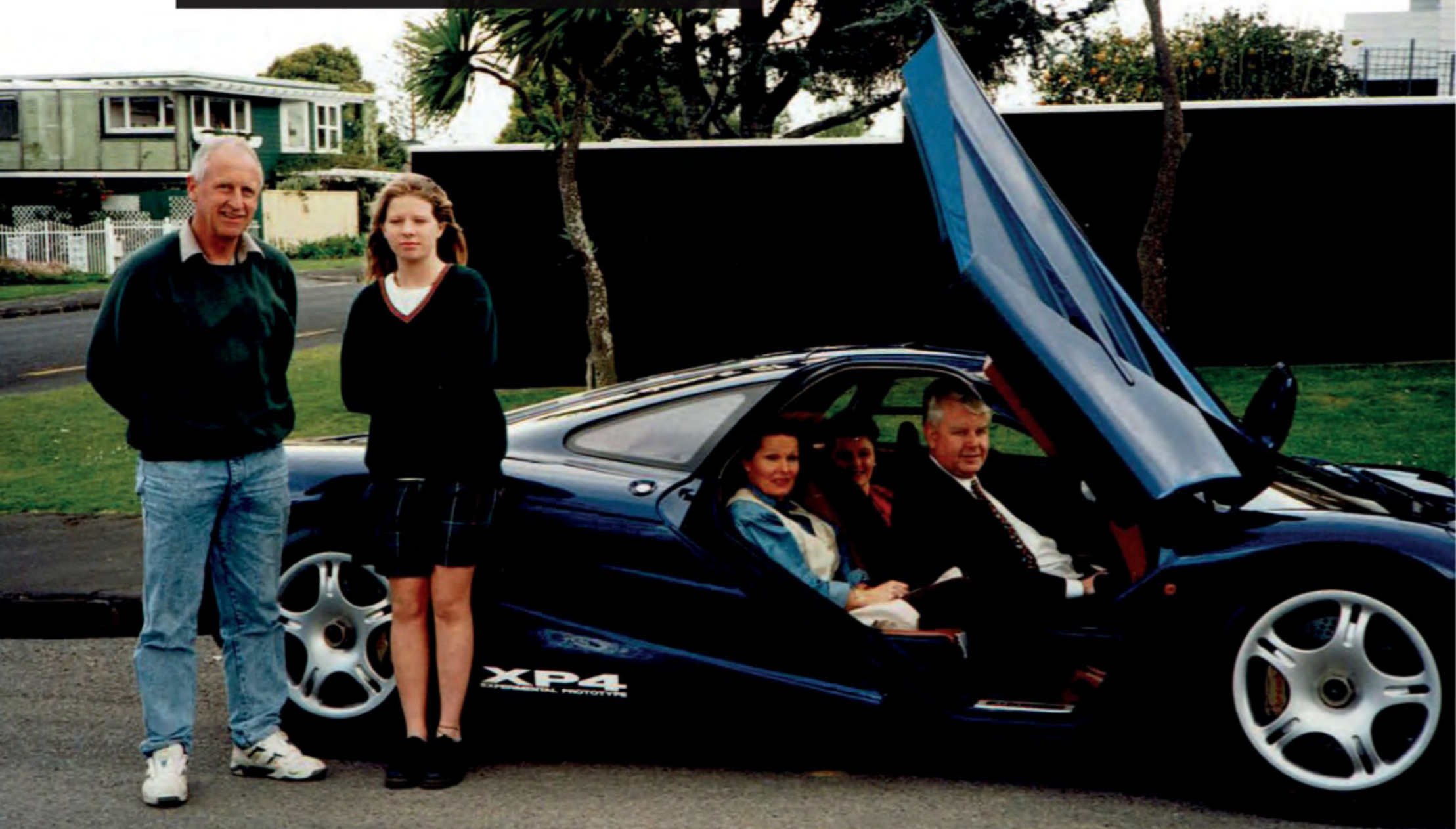
Young folk at the Wilson Centre for Children in Takapuna are also given a big thrill with the arrival of XP4 in what is a highly appropriate visit. As a youngster, Bruce McLaren spent two years in the Wilson home after he was found to have Perthes disease. A beaming Amanda says the visit is just the sort of occasion Bruce would have endorsed.

At this time, I fail to recognize the significance of the XP4 decals along the McLaren's lower flanks or the XP4 registration plates. This is no model designation. The label recognizes XP4 as the fourth of five experimental prototypes used by McLaren for

gearbox and endurance testing. The first production F1s were not made until December 1993 and obviously XP4 was built much earlier than this. It was first registered as 'K6 MCL' in the UK and tested by Tiff Needell for the BBC *Top Gear* television programme. Curiously, the British motoring weekly *Autocar* said the F1 it tested in May 1994 was XP4, yet the accompanying photos showed the car was XP5 with 'K8 MCL' registration.

When retail magnate Sir Roger Bhatnagar of Noel Leeming fame enquired about buying a new F1, which had a list price close to the equivalent of NZ\$1.5M, the lengthy waiting list was not encouraging. However, as a quicker alternative, McLaren offered him XP4, and the car was repainted cobalt blue before shipment to New Zealand in mid 1994.





RECORD PRICE FOR A BRITISH CAR

XP4 had unique front- and rear-end parts that were replaced with production model components at the factory. Sir Roger owned the car for several years before it was sold to an overseas buyer. Of course. In October 2010, XP4 was displayed at the opening party for the McLaren dealership in San Francisco and took part in the 20th-anniversary celebrations of the model in May 2012 at Lake Garda in Northern Italy. It was joined by 18 other McLaren F1s, including XP3, which is owned by Gordon Murray, who was technical director on the F1 project. XP3 and XP4 are the two oldest McLaren F1s still running.

The other two F1s seen on local roads were both silver, and a little confusion is understandable since they wore strikingly similar personalized registration plates. Andrew Bagnall enjoyed a 10-year ownership of his McLaren chassis No. 018, registered 'MCL F1', while the Whittaker chassis No. 049 — now the only example in New Zealand — carries the plate 'MCL FI', (using a letter I as the 1). Yet it is not the number plate that is of most interest, or that it wears the rare high-downforce kit. The fame of the Bagnall car was secured when it was sold by RM Sotheby's in August last

year and achieved a record price for any British car at an auction, ahead of substantial sums realized by an Aston Martin DBR1 and a Jaguar D-Type.

Bagnall's car sold for US\$19.8M, or around NZ\$31M depending on currency rates. McLaren gifted a red F1 chassis No. 044 to racer Michael Andretti, and this later found its way to a Japanese collector and sold in 2014 for NZ\$11.7M. Three years later that car was resold for NZ\$24.3M at a Bonhams auction.

The Bagnall car was a 1994 model imported from Germany, first registered here in June 2008. By June 2017, the warrant of fitness inspection showed a speedometer reading of 21,405 miles (34,447km). This is one of just two road-going F1s modified to Le Mans specifications, boosting the 6.1-litre V12 engine power from an already ample 461kW to 507kW, while upping the red line from 7500rpm to 8500rpm. Changes also included larger wheels and suspension tweaking, providing what Andrew Bagnall described as "an extraordinary car".

"The modifications have turned it from a comfortable, easy road-going car to a very taut quasi-racing machine for the road," said Andrew. "The McLaren changed gear with a snap like no other car on the road."

Bhatnagar also heaped praise on his

F1, saying it was "a little bit sad to see it go because there is nothing better than this car, and it is a McLaren".

When Sotheby's presented the Bagnall car at auction last August it was described as "the world's most revered modern supercar, the best imaginable iteration of an already perfect machine, and a rare supercar that knows no critic". Unsurprisingly, the F1 has won favour with the rich and famous, and the Sultan of Brunei is reported to own no fewer than eight of them! Ralph Lauren has three, and other owners include Jay Leno and Nick Mason. Rowan Atkinson crashed his twice before selling it for around NZ\$16M in 2015.

MONTE CARLO LAUNCH

When the F1 broke cover with much fanfare in 1992, Denny Hulme received a last-minute invite to the launch party in Monte Carlo that coincided with the Grand Prix. He arrived jet-lagged after a lengthy flight from New Zealand and slept through the initial showing but made it to the second. Hulme was pleased to find the F1 was a three-seater, returning home to praise the supercar, which he described as being unique and full of innovation.

"It is well thought out, and attention to detail is superb," he said. "The designers have really concentrated on

keeping weight down, and the car carries no unnecessary equipment. The windscreen is sprayed with a plasma to increase density and the 12-volt electrical system includes a converter which jumps it to 60 volts to defrost window glass quickly.

“When parked at traffic lights, huge fans behind the radiator are activated for cooling. Once on the move, trapdoors under the car open up and fans suck the car down onto the road. Brake pedal pressure changes according to speed and the gearbox is so new it has a patent on it. Synchromesh cones are not in the normal pattern and the driver can shift gears as quickly as a Formula 1 Grand Prix car,” Hulme added, reflecting on the new type of synchromesh that was developed especially for the McLaren road car.

Hulme liked the way the engine is a stressed member of the chassis, rather like the Can-Am sports car, but it is rubber-mounted and there is no sideways movement. He enthused over the neat installation of the BMW Motorsport-designed and -built power unit with “all piping and accessories located inside the engine” and commended one occurrence during development when the engine was found to be just too smooth.

“So one of the electronic chips was modified to make the engine ‘drop off a cylinder or two’, giving a rorty burble at idle — just what owners and onlookers want,” he said.

Denny again stressed the car’s remarkably trim weight of 1138kg, equating to a power-to-weight ratio of 410kW per tonne. The Connolly leather is half the weight of conventional automotive leathers, while the air conditioner is lighter than conventional units. The toolkit is crafted from titanium to reduce weight.

EASY-ACCESS DOORS

McLaren pioneered modern carbon-composite technology as early as 1981 with the successful Type MP4/1 open-wheeler Grand Prix Formula 1 design, so it’s no surprise the F1 supercar is an early example of a production road car using a complete carbon-fibre-reinforced polymer (CFRP) monocoque chassis. The 65-litre exhaust is restrained against the transmission by high-tensile steel cables and is utilized to absorb energy progressively in a rear-end impact.

Wide-opening ‘dihedral’ doors incorporate sections of both floor and roof and flip upwards rather than outwards.

Engineer Gordon Murray had ideas for the one-plus-two seating as early as the ’60s, but he wanted access to the centreline driving seat to be easy. Mid-engined road cars are usually dogged with offset primary controls, which are forced towards the cabin centreline by front wheel-arch intrusion. This leaves an awkward compromise between turning circle — controlled by front-

wheel steering lock — and driver pedal space. The central driving position avoids this, and a spacious footbox includes ideally aligned pedals, while visibility is good. Even so, with two passengers aboard rear vision is poor and reversing is a challenge.

Murray stunned the Grand Prix (GP) world in 1978 when he created the Brabham BT46B ‘Fan Car’ driven by Niki Lauda. The car generated massive aerodynamic downforce in part by fan assistance. This fan theme was applied to the F1 road car and it became the first production vehicle to have full ground-effect aerodynamics with fan assistance. A complex three-part rear diffuser beneath the F1’s tail incorporates a central single surface, and two reflex shapes each side generate sufficient downforce to overcome the car’s natural aerodynamic lift.

On the F1 road car, the only surface-breaking aerodynamic device is its neat ‘brake and balance’ foil hinged into the tail deck. Activated automatically by electronic control sensing heavy braking, this foil deploys at 30 degrees, slightly raising the drag coefficient (Cd) while enhancing suction at the rear of the car to generate greater downforce from the underbody with its centre of pressure in the correct location. This pure McLaren demands a heavy foot on the brakes, which have no power assistance; neither is the car equipped with anti-lock braking or traction control.



Suspension engineers sought to achieve compliance with precise geometric control. The rigid suspension mountings necessary in racing transmit shock, vibration, and noise at levels that are unacceptable in a road car. McLaren, however, set out to make compliance and controlled geometry mutually compatible and claimed the “ground-plane shear centre” (GPSC) front-suspension mounting system offered a solution. The F1 has 17-inch wheels with Goodyear 235/45-section tyres up front and 315/45 size at the rear. Tyre contact-patch stiffness is three times greater than that at the hub centre, compared with a conventionally compliant system’s stiffness of one-third that at the hub. GPSC preserves maximum feel for the driver, while still insulating passengers from road shock.

The steering rack is housed directly within the cast front bulkhead for optimum rigidity and needs no power assistance, despite the quick 2.8 turns of the steering wheel lock to lock. Rear suspension loadings are fed via the transaxle and engine assembly into the centre chassis, and drive and braking loads are taken via axially rigid bulkhead mountings. While the car is brilliant in the dry, some owners have reckoned wet-road handling can be a challenge.

Gold was the best heat-shielding material for the engine compartment and there has long been applause for the mid, longitudinally positioned, purpose-designed BMW four-cam, 48-valve 60-degree engine driving through a purpose-designed transaxle. This hand-assembled V12 shares nothing with BMW's unrelated smaller capacity production-line V12 used in the 850i and 750i. Turbocharging was ruled out and the dry-sump motor came with special heads, continuously variable inlet valve timing, and TAG fuel injection. The engine has no flywheel and revs drop rapidly once the accelerator is eased. Murray initially envisaged using a 4.5-litre Honda V10 or V12 motor, but when it became apparent the Japanese car maker was unlikely to be able to offer anything larger than a three-litre V6, he had to look elsewhere.

McLaren design chief Peter Stevens, whose portfolio includes a

Jaguar XJR-15, Lotus Elan M100 and Esprit, Subaru 555 WRC Impreza, and Rover 75, made a superb job of shaping the classic, 4288mm long uncluttered-looking 1.2mm thick carbon-fibre body that shows no sign of dating. Who would know the rear lights are sourced from an Italian bus and that the car's footprint is smaller than that of a Porsche Boxster?

Twenty-six years ago, British *Autocar* magazine strapped its test equipment onto XP4 — or was it XP5? — and achieved 290kph in fifth gear, with another ratio to go! It estimated top speed in sixth in excess of 370kph while managing to accelerate from a standstill to 100kph in 3.2 seconds and zero to 160kph in 6.3 seconds. At the time, the magazine claimed that even McLaren did not know how fast the F1 would go.

British journalist and former racing driver Steve Sutcliffe was on the team at *Autocar* and said he would never forget the sense of awe when the car achieved its speed runs.

"It was as if something from outer space had been presented to us, wearing a set of number plates and containing not two but three seats," he said.

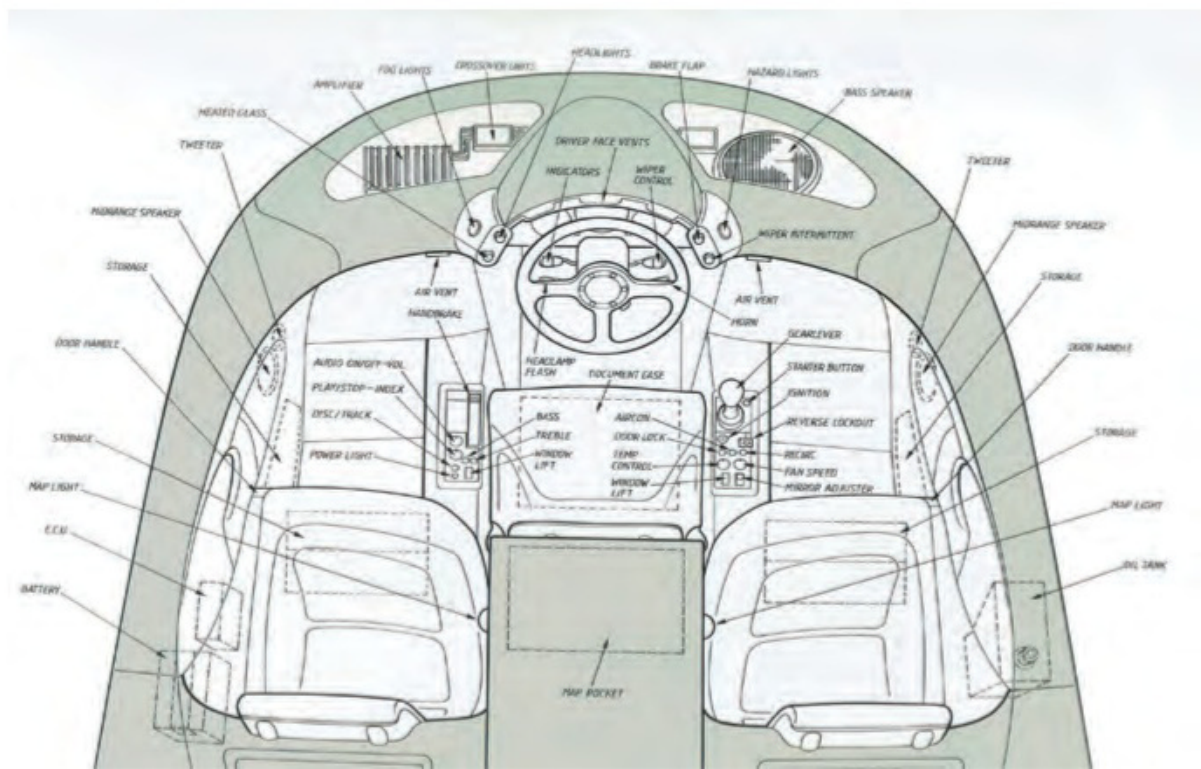
The writers described the F1 as “the product of an obsession to create the ultimate usable driving machine” and were convinced the McLaren would be

remembered as one of the great events in the history of the car, one to rival the launch of the Mini and the E-Type Jaguar. Huge endorsement indeed!

Ignoring appreciating values and the car's outright win in the 1995 24 Hours of Le Mans, was the F1 a commercial success? It took more than three months to build each F1. McLaren predicted it would make a maximum of 300 units by the end of last century, yet little more than one-third of that number rolled from the Surrey headquarters before the shutters came down on the model.

But what a remarkable machine this is, as well as being a fine tribute to Bruce McLaren. Ponder, too, on the fact that two of the three F1s that came to live in New Zealand were different from the production examples. Perhaps for that alone it was almost inevitable their stay here would be temporary.

Best leave the final words to Gordon Murray, who said the opportunity to design and construct the ultimate sports car was a dream come true. "We set out to develop the world's finest driver's car by applying Formula 1 technologies, to offer Grand Prix-style capability, control, and quality throughout." ■





As once and never before.

1961



DOMOBAR
BEST COFFEE'S AT YOUR PLACE

hello@domobar.co.nz

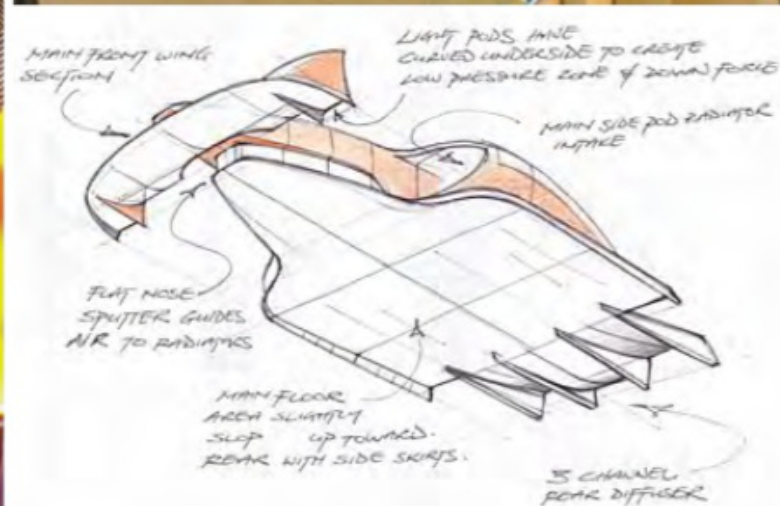
Quote Promo Code "Classic Memories"

THE HULME — NEW ZEALAND'S LAST SUPERCAR

Denny Hulme's name came close to following Bruce McLaren's onto the badge of a supercar. Patrick Harlow describes how a childhood sketch led to a design reality and nearly a dream come true

Words and photos: Patrick Harlow





Like many a young boy, Tony Parker was car mad and forever sketching vehicles. He well remembers the excitement of being at the New Zealand Grand Prix (NZGP) with his father during the golden age of the Tasman Series in 1969. On that fateful day he had the opportunity to get the autograph of world champion Graham Hill but, being 12 years old and shy, he was too nervous to ask. Fortunately, his friend Owen Evans took his sketchbook, boldly walked up to Graham, and obtained the prized signature alongside one of Tony's drawings.

After secondary school, Tony's drawing skill led him to a career in design. After graduating from the Wellington School of Design, he began his career in the architectural division of the Ministry of Works. Winning a government-funded bursary allowed him to study for his master's in industrial design at the prestigious Royal College of Art in London, where he studied alongside the cream of Europe's automotive-design students. His auto-design colleagues went on to successful careers in the automotive industry, but Tony's industrial-design qualifications — and the government bond — took him back to New Zealand. He moved into corporate industrial design, which he combined with a part-time academic career teaching at the Wellington School of Design.

Tony has worked on many award-winning products, including furniture, agricultural equipment, petrol pumps,

and security products. Designing cars remained the stuff of boyhood dreams. In 1993, he became a full-time academic and, not long after, the School of Design became part of Massey University. Tony's professional design practice became part of his academic research and the dream to design a world-class car, captured in his childhood sketchbook, became a valid, if still unlikely, proposition.

CARS AT LAST

While Tony was in the office of his colleague Bruce Woods one day, Bruce showed Tony a couple of pictures of a car that a former client and friend, Jock Fremantle, wanted to modify. The Saker's excellent design and superb chassis encouraged Jock to believe he could create a world-class car in New Zealand using local talent. Jock was the sort of man who could sell ice cubes to Eskimos and Tony gradually found himself caught up in the man's enthusiasm.

While Tony set to work exploring design options, Jock went off in search of a New Zealand name that would be credible for a new marque of car. Following the example of McLaren, Jock and Tony approached McLaren's Le Mans co-driver and Formula 1 (F1) race winner Chris Amon. Amon's heavy involvement with Toyota made the venture a conflict of interest, but he was happy to offer advice as a consultant.

The recent *Ford v Ferrari* movie tells the story of Carroll Shelby and Ken Miles at Le Mans. It grudgingly

An older and more courageous Tony completed a hat-trick of Hill dynasty autographs at the Manfeild New Zealand International Grand Prix in 2012. Graham Hill's son Damon Hill (1996 F1 world champion), and his son Josh Hill, who was competing that year in the New Zealand Grand Prix, co-signed Tony's original childhood sketch. Damon was quite taken by the sketch and his father's autograph, and encouraged Josh to sign as well. This sketch by his 12-year-old self, with its three Hill signatures, remains one of Tony's treasured possessions.



records the win of McLaren and Amon, but Miles's co-driver Denny Hulme, the third Kiwi on the podium, hardly gets a mention. Sadly, Denny Hulme died during Bathurst in 1992, but with advice, support, and an introduction from a long-time friend, motoring journalist Allan Dick, Jock approached Greta Hulme, Denny's wife, and won permission to build a supercar with Denny's name on the bonnet.

Inspired by Denny's 1967 F1 Drivers' Championship win, and the way that Bruce McLaren and Denny had dominated American Can-Am racing for almost six years between 1967 and 1972, Tony started to tinker with the idea of a

racing car that could be driven every day. In 2002, he came up with the idea of a street-legal open-wheel, F1-type of car. He faxed his sketch to Jock and the next morning Jock phoned him back, excited and keen to build it.

Moving from a sketch to a rival for the McLaren supercar took Tony into uncharted territory with considerable risk. The first surprise was just how much passion there was for the project. Plenty of professionals were prepared to give their input and expertise free of charge. A lot of people donated finance. Early investors in the project were veteran motor sport figure Inky Tulloch and former Air New Zealand

chief Ralph Norris, an avid petrolhead. But funding remained a major hurdle. They later discovered their PowerPoint presentation to investors covered similar ground to the pitch used by McLaren to initiate its 'F1' road car project. That confirmed they were on the right track but they needed a backer with very deep pockets. Work continued on the car on the premise that it would be easier to sell something that existed than to sell an idea.

A NEW SENSATION

Fortunately, Massey University came on board quite early, encouraging and supporting Tony to work on the project in a research contract arrangement and offering its in-house expertise but not direct financial investment. While Tony continued work on the design of a coupé version of the car, Jock and Kevin McLeod, an ex-Tyrrell F1 chief mechanic and builder of the first full-size Hulme design mock-up, headed to the UK in search of suppliers and investors.

The first full-size mock-up of the coupé was unveiled in Auckland and Wellington during 2005 and it caused a sensation. However, many who saw it doubted such a car could be realized in New Zealand and actually put into production, and this scepticism slowed things down throughout the project.

As Denny Hulme reputedly put it: "New Zealand is like a lawn. If one blade of grass is higher than the rest, New Zealanders get 50,000 lawnmowers and chop the whole lot level again."

With a solid backer still needed, the mock-up was a repeat sensation at several



My '33
Speed
Clift
Ins

My '33 Studebaker
Speedway Regal President &
Clifton Thomson
Insured with Protecta



We are classic car owners and enthusiasts, so you get a level of care and understanding from us that you won't get from other insurers. We 'get it' when it comes to classic vehicles. Contact us today to find out more.



Sharing your passion for great cars and bikes

www.protecta.co.nz | 0508 252 7742 | classic@protecta.co.nz



The launch of the original Hulme F1 concept car in Wellington in March 2005, with Amanda McLaren (far left), daughter of Bruce McLaren. Standing beside her is Bruce Turnbull, designer of the Saker and of the steel tubular chassis used in the Hulme CanAm Spyder, with members of the Constructors Car Club

world shows, also appearing on the covers of global automotive magazines and specialist websites. When the car was shown in Kuwait, an Arabian gentleman offered to buy it; Jock just had to give him a price. When Jock said that the car was not even running, he was still invited to name his price. Unfortunately, the chequebook-holder was not prepared to become an investor for the development of the car and the Hulme returned to New Zealand once again.

Jock decided it was important to get an actual car in front of the public so that they could see and hear it on the road. The time and cost of developing the roof, doors, and side glass, plus getting a windscreen moulded, persuaded the team to develop a roadster version first, called the 'Hulme CanAm'. The prototype car was affectionately known as 'Bear 1', after Denny's nickname.

The 'Hulme CanAm Spyder', as it is now known, was built by another long-time supporter, Peter Van

Breugel, and unveiled to the public at the A1GP meeting at the Taupo race circuit in January 2009. The car used a modified donor chassis designed by Bruce Turnbull and was demonstrated on the track by Chris Amon. Chris spoke highly of the car, as did other Kiwis on the racing A-list, such as Kenny Smith (first test drive Pukekohe), Paul Radisich (Goodwood Festival of Speed), and Scott Dixon (on the streets of Auckland to the interest of local constabulary).

A personal highlight for Tony and Jock was to drive the CanAm up the hill at the Goodwood Festival of Speed during its second Goodwood showing in 2011.

The engine behind the driver was the simple yet highly tuneable American Chev Corvette V8, a nod to the past and the wins that Denny Hulme had notched up driving Chevy-powered Can-Am McLarens back in the '60s with Bruce. This combination of engine and a Cima six-speed transaxle gave the car

a 0–100kph time of just under three seconds, verifying its supercar credentials.

THE SEARCH CONTINUES

In another attempt to raise money, Tony designed a much cheaper car called the 'HulmeBF2' as an entry-level car that could raise capital the way that Lotus had used the Lotus Seven to fund its high-end cars. This idea was shelved because Jock was advised that a cheaper car would destroy some of the Hulme brand's supercar credibility.

The 2000s came to an end with the car still not in production. By 2012, they were 85 per cent of the way there but, before the first car could be sold, they had to raise enough money to build the three to six cars required for crash testing road-legal production cars. In a last-ditch effort in 2013, Jock tried to float a public company to get the car built in New Zealand. This also failed and Jock had to return the money they did take in to the investors.

The car's last public outing was in 2014, at the Leadfoot Festival of Speed on the Coromandel Peninsula. Jock was not feeling well at the event and he was later diagnosed with cancer — a heavy blow as he was the driving force of the project. Right up until Jock's death in 2016, Jock and Tony continued to share drawings and ideas of what the new Hulme coupé would look like.

We can only wonder what would have happened if the right investor had come along. For a short time, Jock and Tony stood on the world stage, where a young boy, desperately wanting the courage to ask a Grand Prix driver for his autograph, would one day hope to be. ■





NEW ZEALAND CLASSIC CAR MAGAZINE

ELLERSLIE CAR SHOW

THE HIGHLIGHT OF EVERY CAR-LOVER'S CALENDAR



OVER 700
CLASSIC CARS
ON SHOW



LAST YEAR'S INTERMARQUE CONCOURS D'ELEGANCE WINNER - TICKFORD MG TA

10AM TO 4PM – SUNDAY, 9TH FEBRUARY 2020,
ELLERSLIE RACECOURSE, 100 ASCOT AVE, REMUERA

TICKETS ARE AVAILABLE AT
ITICKET.CO.NZ OR PHONE 09 361 1000

VISIT **CONCOURS.ORG.NZ** FOR MORE INFORMATION

ENTRY
\$20*
FREE FOR
UNDER 12s

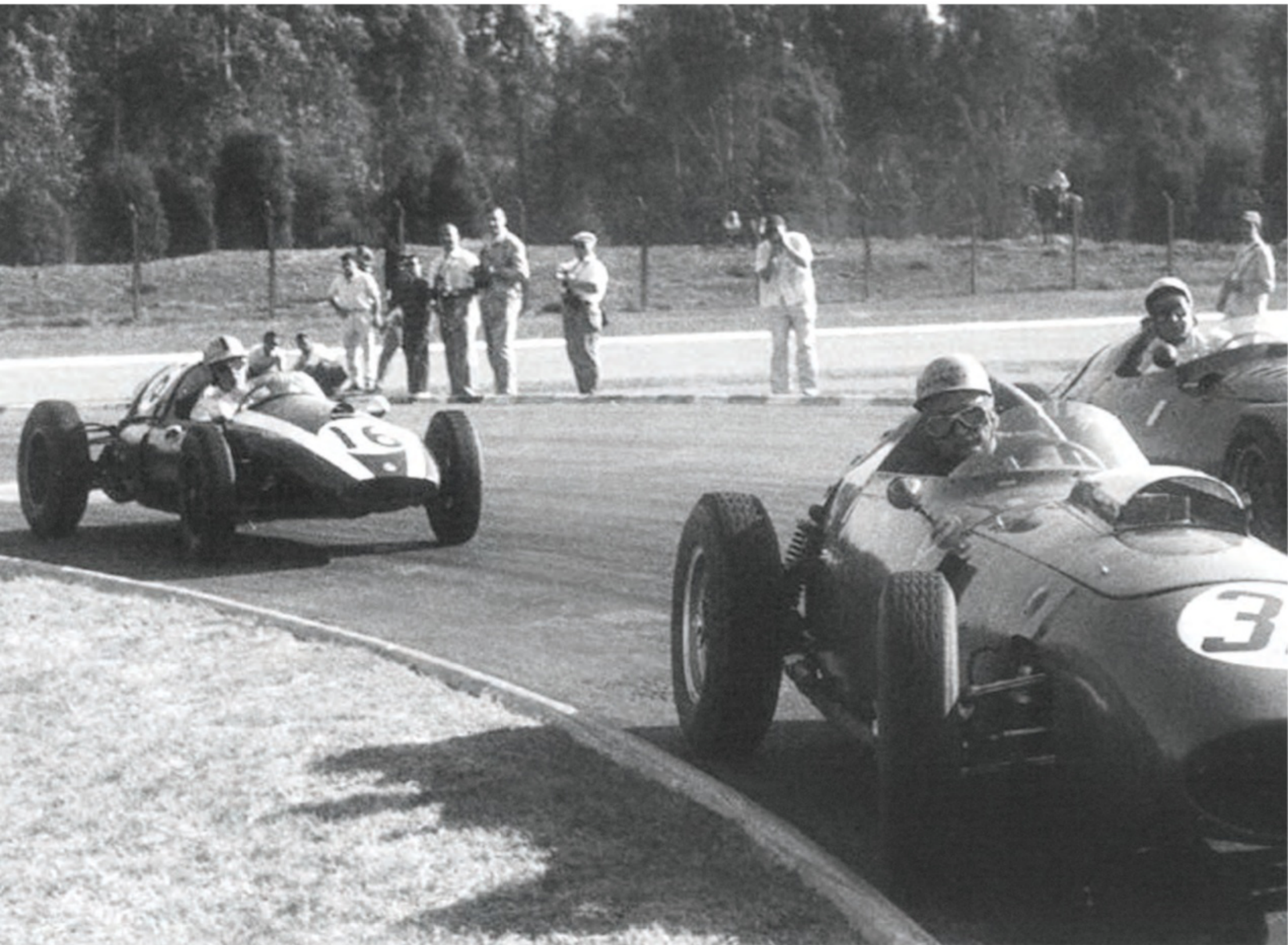
*BOOKING FEE MAY APPLY

SPONSORED BY:

Meguiar's

New Zealand
ClassicCar


CLASSIC COVER



GRAN PREMIO DE LA REPÚBLICA ARGENTINA 1960

Words: Michael Clark Photos: Michael Clark, Ian Peak

Less than two months after becoming the youngest driver to win a round of the Formula 1 world championship, Bruce McLaren also became the second youngest ever winner, by winning another round. He also became the youngest man to lead the world championship.

Twenty-two year old Bruce McLaren

started the 1960 world championship exactly as he finished 1959 — winning in a works Cooper-Climax. On the second to last weekend of January he'd driven the Lycoming to fourth at Wigram but then he was South America bound for the opening round of the new decade. His teammate, Jack Brabham, was the newly crowned world

champion — the first to achieve it in a car with the engine behind the driver.

Ferrari continued to resist giving into this movement and arrived in Argentina with three Dino 246s, with their engines where Enzo believed they belonged.

Ferrari's lead driver of 1959, Tony Brooks, had departed and the cars were



handled by northern Englishman Cliff Allison, Californian Phil Hill, and the aristocratic German Wolfgang von Trips. The works Cooper team comprised Jack Brabham and Bruce McLaren, while Stirling Moss conducted Rob Walker's private entry. BRM also stuck to the front-engined layout and had Graham Hill and Jo Bonnier as its drivers.

Lotus had made the switch to the mid-engined layout but the ship carrying the new car and the Coopers was delayed and only arrived the evening before the event. Practice was extended specially to allow drivers some track time but Lotus was soon giving the field something to think about. Moss was quick and nabbed pole but Scotsman Innes Ireland, in the new Lotus 18, surprised everyone by qualifying second, while the BRMs completed the front row of the 4-3-4 grid.

The Buenos Aires circuit had a reputation for destroying tyres. McLaren had looked after his well and calmly took the lead with a dozen laps to run. After 2 hours 17 minutes and 49.5 seconds his Cooper, bearing the number 16, crossed the finish line first. Allison's Ferrari was second while Moss was third after taking over the car Maurice Trintignant had started in. Carlos Menditeguy — the multitalented sportsman reputed to have been one of the world's top six polo players — was fourth, his Cooper

Maserati powered.

Ireland's debut had been nothing short of sensational, and if that was apparent to most of the opposition, it was probably most noticeable to the reigning world champions. Arguably, no driver pairing in the history of motor racing had more engineering smarts than the two at Cooper. The car to have from only a few months earlier was now a lucky winner. John Cooper, Jack Brabham, and Bruce McLaren all knew it. John's penny-pinching father Charles wouldn't be convinced as easily but his son dealt with him while he and his drivers set about sketching out the layout of the car that they knew was needed to deal with the Lotus.

THE SECOND ROUND

By the time the teams assembled in Monaco for the second round of the 1960 world championship, much had happened. Cooper's response to the Lotus 18 was the Cooper T53 — more commonly known as 'the lowline'. Whereas the T51 was upright in comparison, and the Lotus boxlike, the T53 was a work of art. Not that aesthetics were of much concern to pragmatists like Cooper, Brabham, and McLaren. Ferrari secretly bought a Cooper to study and Rob Walker





bought a Lotus for his star driver, Moss, reckoning that would give him a better chance at the championship. He won Monaco but McLaren gave the new Cooper a decent debut with a third ahead of the now dinosaur-like Ferrari of Phil Hill. The T53 was just getting into gear. Brabham won five GPs in succession and sewed up this second championship with his young teammate finishing runner up — Bruce McLaren's star was continuing to rise.

DRIVERS TO EUROPE

Bruce McLaren was the inaugural recipient of the 'Driver to Europe' scheme in 1958. After no driver was selected to follow in his large footsteps in

1959, two drivers were given a chance in 1960. Sixty years ago the announcement was made that Denis Hulme from Te Puke and George Lawton from Whangarei would be heading to Europe to compete in both Formula 2 and the relatively new Formula Junior.

As we know, the youngster from Te Puke went on to become world champion but the even younger Lawton's campaign ended in tragedy when he failed to survive an accident in Denmark.

Our final 'Driver to Europe' was Graham McRae, who headed away soon after his 29th birthday in the early months of 1969. His return home coincided with the introduction of Formula 5000 to this part of the world. The timing was perfect for the

gifted Wellingtonian. McRae and the stock block engine open-wheelers were a match made for one another and he won the first F5000 Gold Star championship with one of these ground-shaking crowd-pleasers. The early rounds of the 1969–70 Gold Star championship gave no indication that McRae would emerge as champion. Dennis Marwood had become the first Kiwi to win a race for these new machines in the leviathan-like Eisert at Pukekohe, and then Graeme Lawrence starred in his newly acquired ex-Chris Amon Ferrari that had won the 1969 Tasman championship. McRae started off in the 'so new it was still unpainted' Begg FM2 but became a contender for the championship once

armed with a McLaren M10A. George Begg had been building racing cars as a hobby in deepest Southland since the early '60s — small open-wheelers initially before the jump to a Can-Am-like sports racer. More single-seaters followed but for 1968 George hatched a plan that would see him working at McLaren while his wife could be based on the Isle of Man with their growing family. They had met on the island when George was competing there in his days as a daredevil bike racer.

George honed his racing car building skills at McLaren and, as with McRae, Formula 5000 gave him an opportunity to shine that might not otherwise have existed. George was disappointed with the FM2. Its replacement, FM4, was a marked improvement and, in the highly capable hands of David Oxtan, it secured the talented Aucklander the first of his five Gold Stars. The first three of those won in a Begg, but he wasn't the first to do it.

Teretonga marked the end of the New Zealand phase of the 1970 Tasman championship, won incidentally by McRae's McLaren — his first big win — and the cars were sent off to Australia for the three rounds there. The week after Teretonga the penultimate round of the Gold Star was to be run at Levels and George offered McRae another chance

in the FM2. Despite starting on the third row of the grid, McRae took the lead just past the halfway mark of the 50-lapper. Battling serious overheating, the future three-time Tasman champion held on to win the biggest race for a Begg up until that point. They must have been hugely encouraged but George and Fred McLean could not have known it would be the first of many.

BEGGS BACK AT TERETONGA

The cars and life of George Begg are being celebrated at Teretonga between 13 and 16 February. I meet numerous enthusiasts who've never been to Teretonga but inevitably add "... must get there one day". There would never be a better time for that 'one day' than February 2020 — just on half a century from the day Graham McRae used a Begg to secure his Gold Star title.

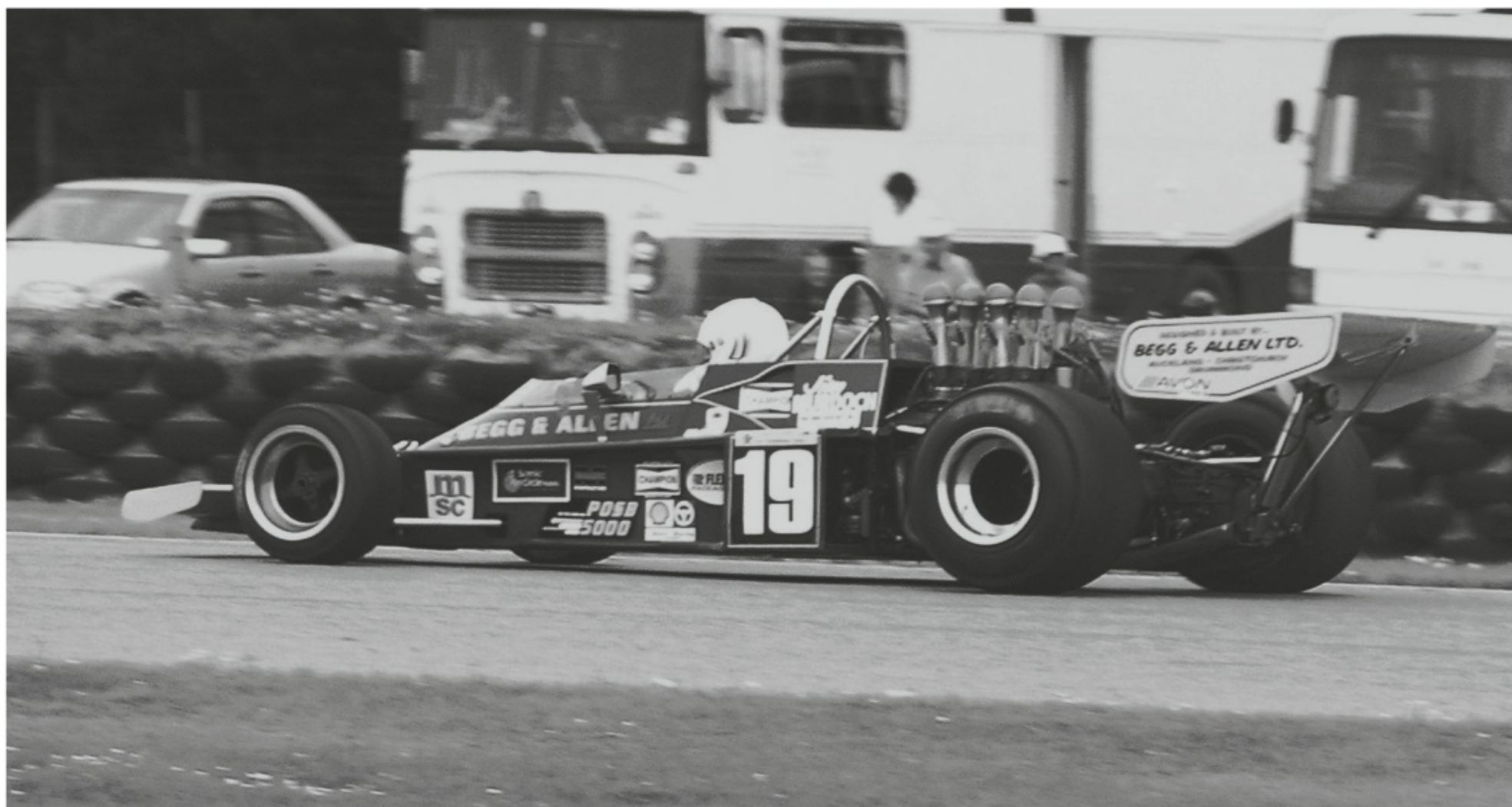
Invercargill is now well on the way to its goal of being New Zealand's petrolhead heaven. In addition to the classic racing at Teretonga, there is the extraordinary Bill Richardson Transport World to savour, Motorcycle Mecca, and the grand opening of the new racing car museum featuring, of course, Southland's own George Begg. The last time George and his Beggs were celebrated was at Teretonga in February

2007. For the organizers there were some anxious moments in the lead-up as it was known that the star of the show was fading, and indeed he passed away only a couple of months later. Donald 'the voice of Teretonga' and I were the MCs for the event and the day after the dinner, at which George had entertained the 400 or so guests with his dry Southland wit and homespun common sense, he was being paraded around the circuit sitting on the back of a Chev convertible, accompanied by his grandson and Graham McRae. He called me over before setting off on another parade lap.

"That went pretty well last night," he said, to which I responded, "George, you were on fire."

He looked off into the distance for a spell then said, "Yeah, I think you're right."

It is a wonderful thing that New Zealand will have a museum dedicated to racing cars, and better still that cars built by our best-known, and most successful, local constructor are featured. Only appropriate then that it's in Southland — another reason to get onto the Air New Zealand website and find a flight to the deep south. Or, if two wheels are in your armoury, ride down for the Bert Munro and stay on for the George Begg Classic Speedfest.





BIRTHDAY HONOURS

We tend to celebrate especially the anniversaries that end in a zero; indeed for the past 18 years this column has been built around events from that month 20, 50, and so on years ago. An icon of motor racing in New Zealand has a birthday ending in a zero on 4 February, and such is significance to the sport in this country that the fact that he writes for another publication isn't enough of a reason not to publicly extend salutations.

I started reading the words of Allan Dick in the late 1960s when Auto News was the alternative to Donn Anderson's Motorman magazine. They are two very different characters and their publications reflected their personalities. Like Donn, Allan is still writing and so, on behalf of all of us who have enjoyed, and continue to enjoy, his unique style: happy birthday, old chum.

MYTHS AND LEGENDS

My wife enjoys ferreting through second-hand bookshops even more than I do and recently she presented me with *All Blacks: Myths and Legends* by Ron Palenski, an author she knows is one of my favourites. Its arrival coincided with two events: a film 'based on a true story' that borrows facts from the 1966 24 Heures du Mans, and a letter to the editor challenging the accuracy of a fact in a recent column, my 'Brunch with Howden Ganley'. I say fact; the author of the letter wasn't convinced, claiming Graham Hill was also a mechanic turned driver. While Hill was undoubtedly an accomplished driver, those who knew him considered him an amateur whose enthusiasm exceeded his skills with a spanner, not a real mechanic.

It occurred to me that myths and legends in motor racing could be an interesting study, and over the course of 2020 I intend dropping the odd one into this column. I well remember as a boy being absorbed by the story of the great Tazio Nuvolari chasing down his arch-rival Archille Varzi during the 1930 Mille Miglia by driving the mountain passes flat out without the aid of headlights so as not alert his nemesis to his approach.

The great Nuvolari's plan, so the story goes, was to shock Varzi by overtaking him on the run into the finish at Brescia. The tale is now part of motor-sport legend, but did it really happen? The surrounding facts don't offer much support. For a start, the Mille Miglia

was a time trial, not a race as such. Varzi had already suffered two punctures so, in fact, he was behind Nuvolari on the road. What's more, the end of the race occurred in the morning, and in clear weather, thereby negating the need for headlights. Also, if you've ever driven those passes, even the skill of Nuvolari is unlikely to have been enough to 'jump' Varzi, himself no slouch, let alone close him down in the dark, without lights ...

Romancing the past can come about if a bit of varnish is applied to part of the truth. Hollywood has specialized in it and Ford vs Ferrari proves just how little truth there needs to be to qualify for 'based on a true story'. ■



PEDAL DOWN. PERFORMANCE UP.



Get more performance with a K&N® High-Flow Air Filter™, designed to increase horsepower with up to 50% more airflow. Whether your car is brand new or has some kilometres on it, get a K&N filter today – more performance, protection, and since they are washable, they never need to be replaced!

**Get yours today and give your vehicle more performance
and protection with a K&N air filter, cabin air filter, and oil filter!**



50 K&N
1969 YEARS 2019™

KNFILTERS.COM

Road User Charges For All Cars

What's the fairest way to charge for road use?

Words: Greg Price

In December 2019, the National Party floated the idea of getting rid of petrol taxes if it wins the election in 2020. It released a discussion document that proposes moving away from petrol taxes as the primary way of raising revenue for road building. Alongside petrol taxes, diesel-powered vehicles and heavy trucks currently pay Road User Charges (RUCs), and as at 1 July 2019, the rate for your 'less than 3.5-tonne' vehicle was \$72 per 1000kms – paid in advance (cheeky beggars!). Early efforts to avoid paying your fair share by disconnecting your odometer were fairly quickly nobbled by NZTA, who smelled large rodents when mileages recorded at warrant of fitness time showed people that were averaging 12,000 km a year suddenly dropping to next to nothing. Those smart-alecs found themselves receiving 'assessments' and had to prove that they had not actually travelled the distances assessed (gotcha!).

If you are contemplating purchasing an electric vehicle (EV) believing you will avoid petrol taxes or RUCs, you might want to have a rethink. EVs will be caught up in the 'RUC for all' proposal, and their current exemption for both RUCs expires in 2021 anyway.

If you have a relatively modern car, by that I mean one fitted with computers, you will be stiff out of luck if hoping to rort the system, as most on-board computers will be recording your kilometres travelled, and that data will be easily retrieved at WoF time by your friendly mechanic armed with his plug-in laptop. The danger here is that a ham-fisted mechanic could inadvertently increase your kilometres travelled — just like some naughty individuals alter the odometer readings prior to selling.

Presently, the fairest way to make high-use road users pay their fair share is via the petrol taxes — drive less, and pay less. Drive a lot and thus pay a lot.

TAXATION PRESERVATION

The question for us classic car owners is what will work best for us? Presently many of us have specific classic car insurance that offers low premiums based on limited, albeit generous, use. Currently, some of my policies have an annual limit of 3000 miles plus travel to conventions, annual get-togethers and the like. I have no idea how they police that, but being authorised accessors to the NZTA database they can easily check your mileage recorded at each WoF check. Hasn't happened yet to my knowledge, but I would hazard a guess that if you had a claim and it became apparent that you had exceeded your annual limit, you might find your claim denied.

Seems like those regional fuel taxes didn't go down all that well in the regions affected, especially in Auckland where there was a 12c a litre regional tax imposed, although petrol here in Christchurch, which did not have any regional tax, was still more expensive! Go figure. But I reckon those Aucklanders would benefit from RUCs instead of petrol tax, as most of their petrol is burned up waiting in queues and getting nowhere fast.

The National Party's transport spokesman believes that people who use the road more should pay more and I agree. However, some people will always find a way to dodge paying their fair share. As an aside I'm amazed that ACC haven't raised their levies to pay the injury costs of persons tripping over EV extension cords.

Speaking of EVs, those nice people at Orion let me use up 6kms of battery power in November driving one of their Hyundai Whatyamacallits, but I'd still prefer to drive my petrol-powered classics, especially as the EV example I drove was \$60,000 something. I could get two to three Ford Mk 3 Zephyr Zodiacs for that amount of folding stuff.

The other policy plank being discussed is 'congestion charging' like they have in London and some other major cities. Congestion charging means that if you want to go into town during peak times you have to pay an automatic, license-plate-based levy. A bit like the toll tunnel north of Auckland. How many people manage to dodge paying that? So charging owners of vehicles that enter the city will depend on how many drivers have 'incorrect' license plates affixed to their vehicles. It might also mean that car gatherings within city limits might be in jeopardy — lest they be considered adding to congestion. Anyway, Christchurch already discourages motorists to the inner city by means of very low speed limits on the one-way systems, which were originally designed to speed up traffic flow! And we have more cycleways than you could throw a cyclist at. On the plus side, the low speed limits give motorists plenty of time to fully comprehend how much of their rates have been squandered on dumb projects.

So my suggestion to the National Party — purely in the national interest, of course — will be that classic cars and motorcycles should be exempt from petrol taxes, and RUCs should be applied to all vehicles (less than 30 years old) that have factory-fitted onboard computers, which should limit any fiddling of the system. Christchurch should also be banned from introducing any congestion taxes as there isn't any congestion because people already avoid the city and go to the malls and maybe should be tempted back.

Seriously though, it's good that at least one party is looking at other ways to fund roading, as the current system isn't working properly or fairly. Get yourself a copy of the discussion document and have your say. Maybe the FOMC will make a submission on behalf of us all?

In the meantime, drive safely. And watch out for those EV extension cords. ■

Need a

drive to work

car?

tow a caravan

zip around town

cheap to run

fit my two dogs



* As at 15 Jan 2020

With over 15,000* vehicles to choose from, we're confident we'll have the perfect one for you.



In-depth vehicle search and filtering



Real person ratings and reviews



Easy finance and insurance options



Automated price drop and offer alerts



Letters to the Editor



COOPER TALES

I was looking through your December 2019 edition of *New Zealand Classic Car* magazine [Issue No. 348] and was surprised when I saw the story about Colin Waite's little Cooper 500.

Some time ago, I had a number of photo film-reels developed and when uplifting them, the person who developed the films asked me if another wallet of photos they had belonged to me.

They were not my photos, so they said they were going to dispose of them. I couldn't let them do that after seeing the photos were of cars at the Dunedin Street Race and at Tereonga Raceway going back some years.

Several of the photos are of Colin's Cooper, along with other well-known vintage racing cars.

We have tried several avenues including Facebook to find the owner of the photos, without success. It would be helpful if you could publish the selection which I have included with this email and hopefully find the owner to return them.

Terry Inder, Gore

Thanks for the opportunity to share the photos and maybe find the right owner.

IMPISH TALES

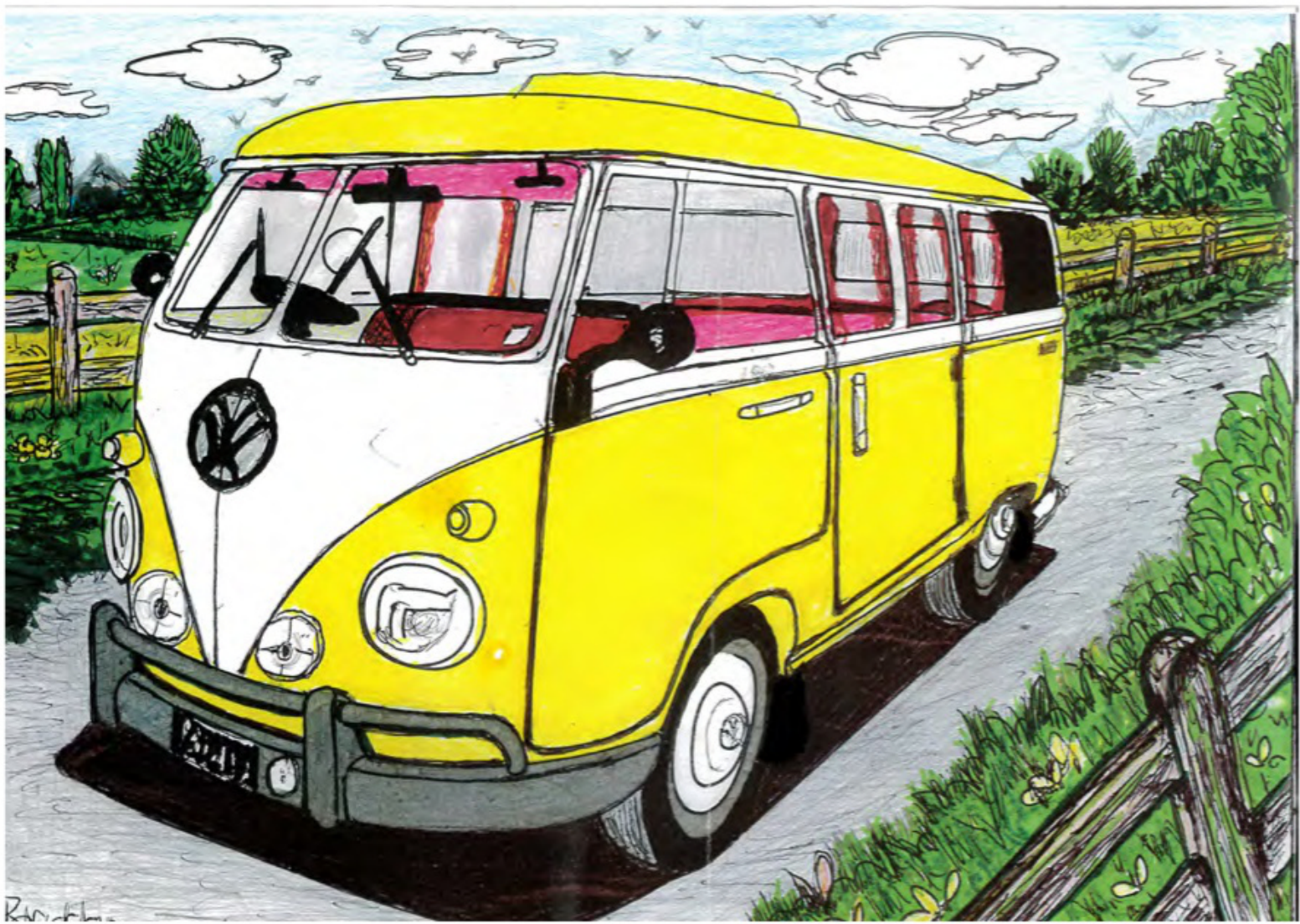
With regards to Issue No. 348, *New Zealand Classic Car*. Brian's excellent 'letter of the month' regarding my Cooper Imp.

Brian is correct, Ian Cullen was a great bloke and we were very pleased with our restoration. I spoke to him many times. This story is interesting: he explained to me that he wrote to Rootes Group telling them he was fitting the Imp motor to the Cooper 500. Ian went ahead and did a great job, installing the motor vertically, before a letter arrived from the Rootes Group saying that on no account to stand the motor up, as it was

designed for the Imp car and had to sit on its side. All these years used in competition, North Cape to Bluff, the 890cc motor has been outstanding. Moral of the story; never listen to the manufacturer.

Colin Waite

Thanks, Colin. In fairness you did ask us to make sure we didn't say anything likely to offend.



We're spoilt! Ken also sent us this example of his artwork, which shows his affinity with VW campers runs pretty deep.

CAMPER VAN IN THE US

As usual a great selection of classics on the fantastic *Classic Car* calendar for 2020. The December 2019 one (magazine [Issue No. 348]) was of particular interest, especially [for the article on] the 1965 Volkswagen Westfalia camper van. Enclosed is a painting I have done the way I remember the van.

My brother, in 1966, won a million pounds on the football pools. He and his wife decided to visit her sister who lived in the USA. They sold up their hairdressing salon and bought a new 1966 Volkswagen camper van, split windscreen, opening side doors and roof opening — the same as the calendar one. It never failed, just had the routine servicing according to the service manual.

At a service station in Iowa, a young apprentice mechanic asked if VW were paying a commission for the trip which my brother's

wife was filming everywhere they went. At that stage, there was no agreement but VW was immediately keen on their return to the dealers they had bought the camper van from.

Just about the best recommendation from a very well-respected vehicle maker. The gearbox was reviewed, tyres, brakes, steering serviced or replaced as you would expect of any high mileage used vehicle but the engine itself needed very little attention. No wonder there are still so many fantastic examples still in use. Long may they continue to travel the roads wherever they are used. *New Zealand Classic Car* is still a great magazine.

Ken Braddon

Thanks Ken, that must have been some camper van trip.

A GOOD COMPARISON

On the Selling Trail: A Driver's Story, A '60s-'80s Backcountry New Zealand Saga [*New Zealand Classic Car*, Dec. '19 Issue No. 348], it was noted that Vauxhall's 3.3-litre six was no 'great balls of fire'. Although it was one of the larger capacity engines of the late '60s / early '70s English sixes, here's a comparison of interest:

Alvis	2993cc	150bhp	185ft-lb
Morris/Austin	2912	148	165
Ford V6	2994	136	181
Humber	2965	124	167
Rover	2995	134	169
Vauxhall	3294	123	176

I'm not sure how these compete with Australian GM/Ford offerings? Of course weight is a big factor which was a drawback for BMC's C-Series. An Alvis-engined Austin-Healey anybody?

Yours faithfully,
Croydon Parry
London SW4 7AE

Thanks Croydon. Nice to know we are causing readers to muse even on the other side of the world.



EVERY KIWI DESERVES A RELIABLE GARAGE DOOR.

Behind The Garage Door



GROUND UP CORTINA 1966 MK1 FORD CORTINA GT

Ground Down Then Ground Up

Words: Quinton Taylor Photos: Supplied

Auckland classic enthusiast Tim Wittermans has a big project on his hands in restoring his Ford Cortina MK1 GT, after starting the rebuild of this rakish red two-door in early 2016. Tim entrusted the bodywork to Greg Wells at 3R Fabrications in Papakura and the work has transformed the old Cortina body into an impressively-restored shell. He says: “It was restored in the early eighties after

I suspect it had a ‘frontal’. As a result, the front rails and inner guards were a bit ugly. It would really annoy me every time I opened the bonnet knowing what was there, so the front rails and inner guards were replaced.

“All the exterior paint has been stripped and it is very rust free for one of these. The exterior will be finished as per the original Dragoon Red and all completely standard — ditto the black

interior. The engine is a Throbnuzzle Racing (English) pre-crossflow unit running the standard 28/36 Weber with jetting to suit. The differential is a 3.7:1 in an Ali nose. Shock absorbers all round are adjustable Spax and wheels are going to be BRM 4-spokes from the ’60s and ’70s.”

The engine will produce a healthy 115-120bhp [89kw] with the re-jetted Weber 28/36 carburettor.

If you'd like to let us in behind your garage door, send in a few pics and a brief description of your project to editor@classiccar.co.nz

THE BEST-LAID PLANS...

Tim was aiming to have the Cortina back on the road in late 2016, but the amount of work required in this no-detail-too-small restoration — re-fabricating, sourcing and refurbishing components — means it is only now nearing completion. “All the suspension was powder-coated and all the bolts and nuts zinc-plated,” he explains. “The suspension is now gloss-black and I have all-new Nolathane bushes in black with stainless sleeves installed.”

Fully stripping a car like this is the only way to reveal the true state of repair and the list of work to be done. Tim explains: “It’s not until you start pulling the body apart that all the previous sins are exposed. The GT looked pretty good when I bought it with no real evidence of the weapons-grade crap repairs underneath. It’s going to be a minter when finished!

“There were a few old repairs which looked like they had been brazed in and the sorry state of the inner front guards and chassis rails could be seen.”

The inner guards were replaced along with panels inside the boot and the

headlight rings. Greg made up a number of replacement parts himself.

“Luckily I bought a 4-door parts car before Christmas,” says Tim.

“The bodywork was dismantled on that donor car to reveal a really clean original shell, so most of the front end on mine could go.”

Months went by as Tim completed a host of work on the engine and other components.

THE SAME BUT DIFFERENT

Tim retained the standard Cortina gearbox casing but is adding some modifications: “It’s all going into a standard Cortina 3-rail casing with 2000E ratios, which will give it a bit better drivability. The alloy bell housing, tail-shaft housing and remote housing will save a few kilos over the old cast items as well.”

The clutch and flywheel have been sorted too, with an Escort heavy-duty clutch and diaphragm pressure plate fitted with a spacer on the release bearing to get all the clearances right. The steering box has also been rebuilt and the entire front end is now all back together. All parts

were blasted and all inner box sections and all flanges were zinc-primed. Tim also used panel bond on some of the areas prone to corrosion for extra protection and strength. With the bodywork all finally repaired, it was time to make sure all the running gear and items such as head- and tail-lights fitted, which apparently took quite a bit of adjustment to get everything fitting correctly.

“When I pulled the car apart it was a real mishmash of odd size screws and head types, so I have now got all that sorted,” Tim says. “How many times have you heard ‘exact replica of the original’ when it comes to copy parts? But there’s nothing here a grinder, welder and skills can’t fix.” The car is lowered with adjustable Spax shocks all-round and Tim tells us: “I will get the rear leaves reset as I don’t want to use lowering blocks. Then I will remove the running gear and it’s off to paint.

“Lucky there’s bugger all chrome on a MK 1 as it’s bloody expensive for chrome plating,” he says.

Now that it’s firmly on the downward slope to completion, we look forward to bringing you a report on what will be, in Tim’s words, a minter of a Cortina GT. ■





80-YEAR RESTORATION

The MG Car Club Auckland won the Ellerslie Intermarque Concours d'Elegance Team Prize at last year's New Zealand Classic Car magazine Ellerslie Car Show. In Issue 341, we featured John Hancock's 1938 MG TA Tickford. Today, as car club members are preparing their cars for this year's competition, Greg Martin describes what it took to get his 1935 MG PA —the other half of the MG team entry — onto the winners' rostrum

Words and photos: Greg Martin

Reading a car for New Zealand's most prestigious concours is a major and exacting undertaking and in 2019 we were very fortunate in the MG Car Club Auckland Centre to have two cars fresh from a full restoration. In the case of my 1935 MG PA, compliance and registration were completed just 18 days before the event.

A LONG AND COMPLICATED HISTORY

The restoration of my 1935 MG PA started when the car was imported into New Zealand from the UK in 1938. Its first New Zealand owner was Mr Stephen King of 25 Symonds

Street, Auckland. The original factory record states the car was blue with blue upholstery, and includes a letter from the factory to the first UK owner, a Mr GE Tage of Penrith, describing how to replace a front brake cable. The car had frequent changes in ownership until 1974 when Denis and Desna Jury (1933 L-type owners) bought it from Russell and Marie Ward. It was in a very rundown and dismantled state, and came with many boxes of parts. By that time, the car had had 42 owners.

Denis initiated the restoration of the vehicle. He stripped and cleaned the chassis and then approached Gary McCormack, a panel beater in Hamilton, to restore the body. Gary eventually sold

his business and the partially completed car was stored in his garage until it was transferred to Paul Duff of Bodymods in Hamilton to complete the bodywork. The restoration of the body was spread over about a 15-year period. As the swept guards were in very poor condition, Denis decided to convert the car to the cycle guard style. The MG was eventually returned to Denis and Desna in Auckland and stored awaiting completion of the restoration.

ANOTHER CHANGE OF OWNERSHIP

In 2014, on a visit to Melbourne, Denis found a 1933 MG L-type for sale that had



heritage racing history and had undergone a full restoration. He imported it into New Zealand and decided to sell the PA to make room for his latest acquisition. Selling the PA to me in November 2014 kept the car in the family and gave me a nice retirement project.

The restoration was completed over a period of four years. I must acknowledge the contribution of my great friend and mechanical engineer, John McGarva (1933 MG NA- 3204). John has provided endless support throughout the project with his expert mechanical skill,

innovation, and know-how. His work included hours of machining, welding, and white metalling of the con rod big ends. Importantly, John demonstrated great patience with my never-ending quest for attention to the finest detail.

BITS AND PIECES

The engine is the correct PA engine but is not the original engine from the car. Its restoration was mainly carried out by Gus Lisignoli of The Engine Shop in Frankton and involved a complete

overhaul. This involved new pistons and liners, all the bearings white metallised by Brett Findsen of Classic Engine Works, Te Kowhai, Hamilton, new valves, hardened valve seats, new valve guides complete with seals, and new rockers, rocker shafts, valve springs, and camshaft bearings. Modern lip seals were installed into every location throughout the engine and gearbox to replace the original oil slinger arrangements. The carburettors, which were not a matching pair, were sent to the Burlen fuel company in the UK for complete



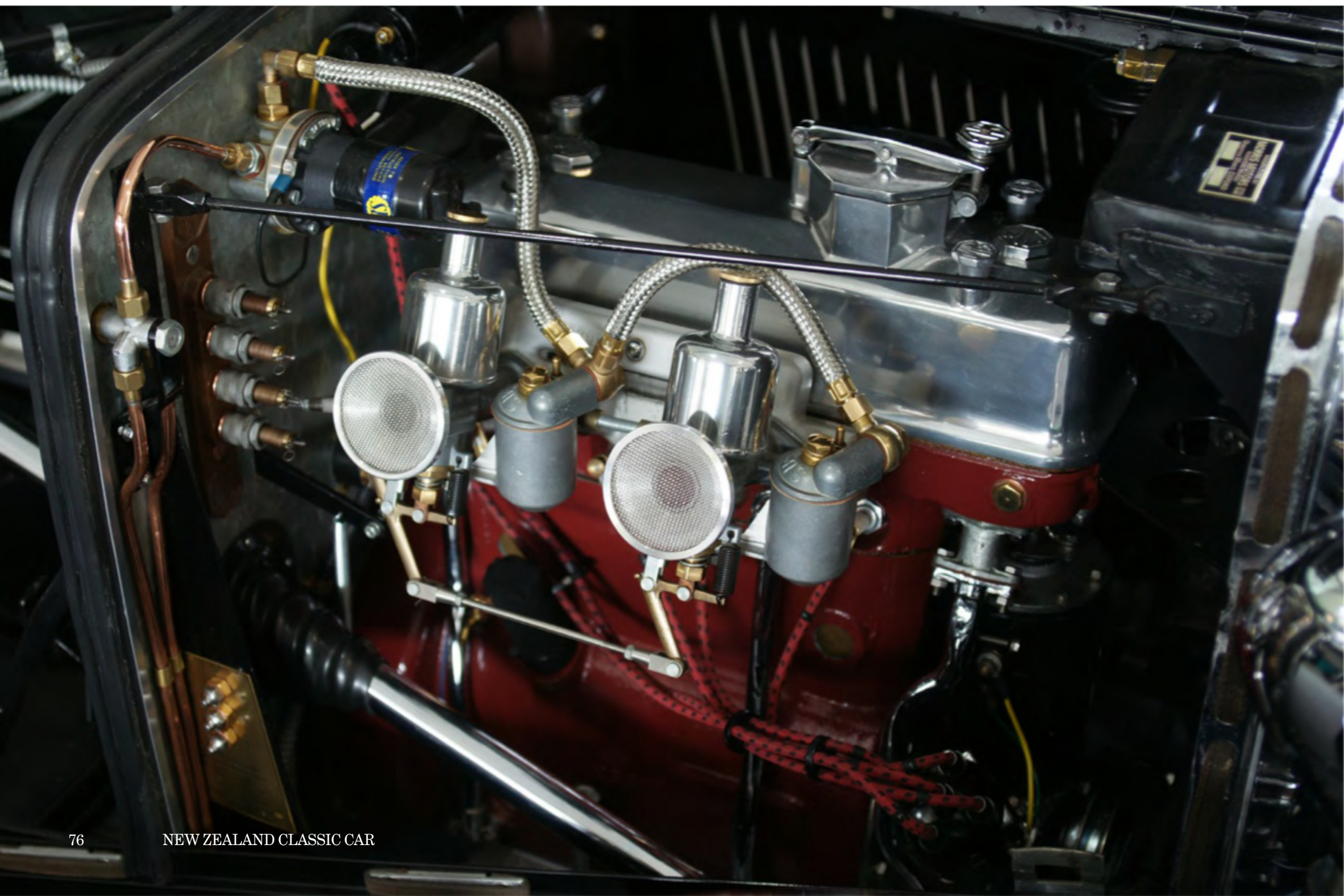
restoration. Burlen provided the right matching bits, a new fuel pump, and a water pump.

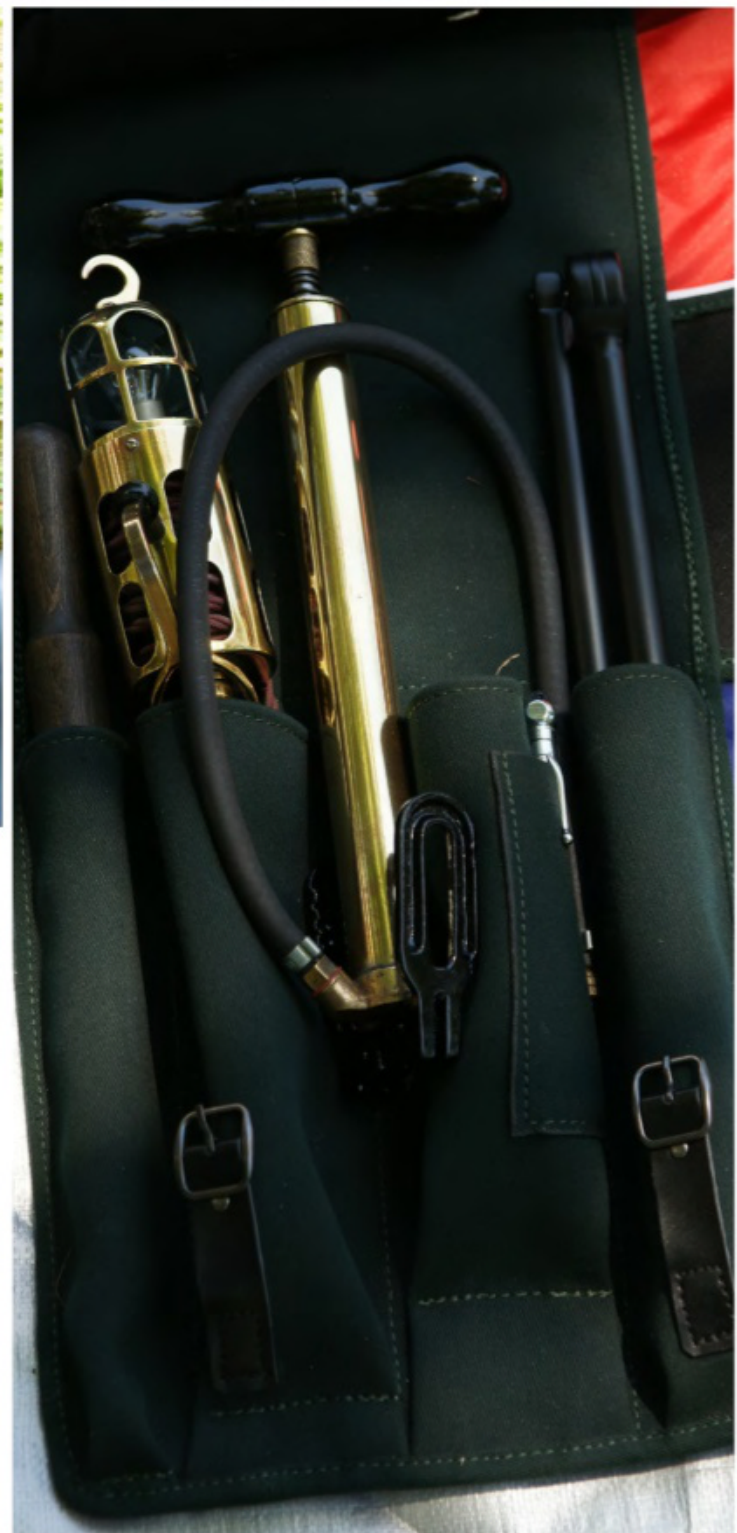
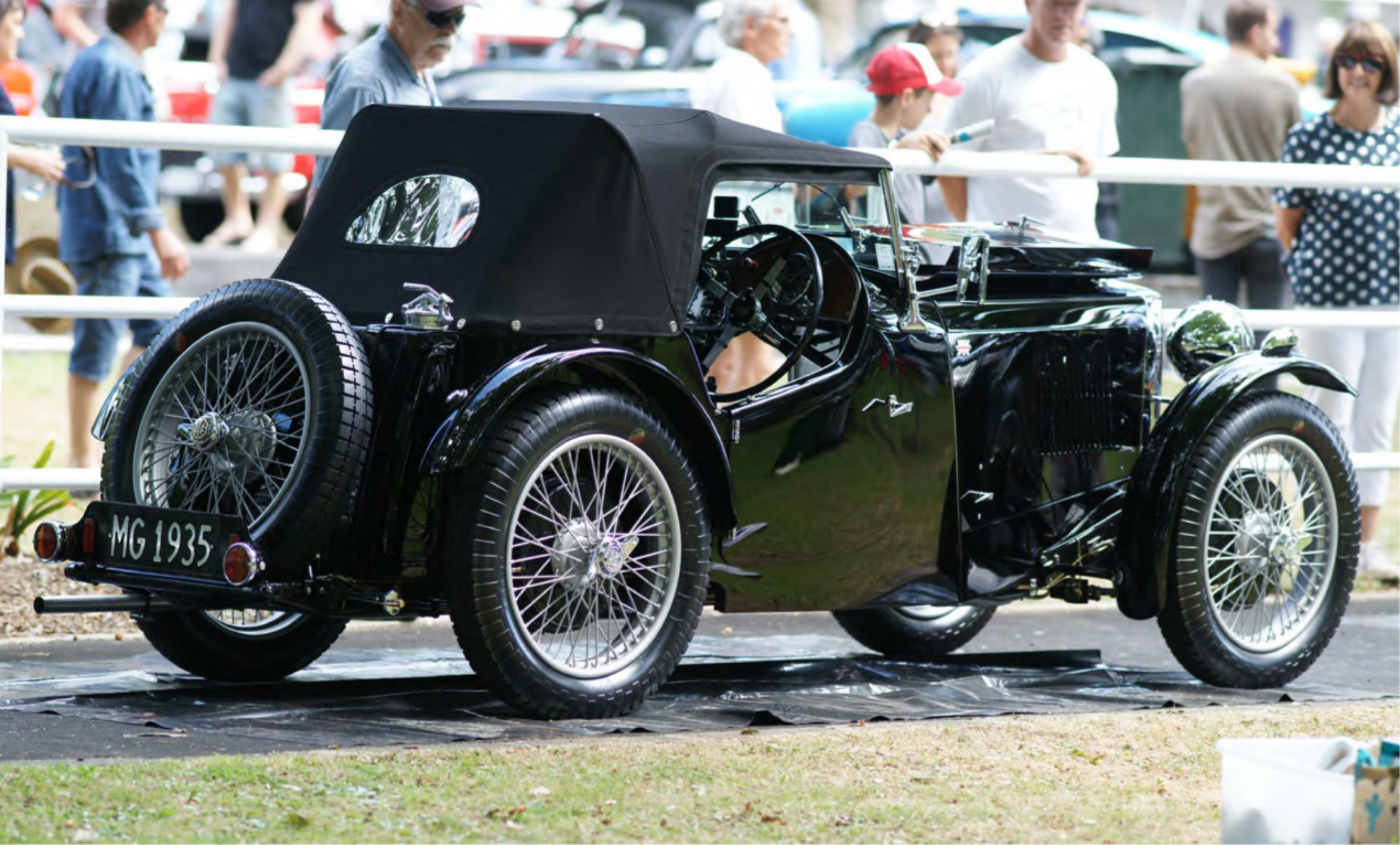
The car was rewired and, as required by law, indicator lights were installed to replace the original semaphore trafficators, together with a period-correct Lucas FT 27 fog lamp. A high-level brake light was designed to be seen through the spokes of the spare wheel as a modern concession to driver safety given the very low position of the tail lights on the PA chassis.

THE INTERIOR

In line with the sporting options for the car, bucket seat frames were purchased from Steve Gilbert in the UK and were upholstered in dark green leather by Basil Shailer of Len Shailer Ltd in Palmerston North. The front carpets, which have a very complex pattern, were made by Tom Wilson of Timber Creek Ltd in the USA.

The instruments were refurbished, and a deluxe option new dashboard installed. It included an eight-day clock and a water temperature gauge. The car





was then returned to Len Shailer Ltd for a new hood, side screens, and tonneau cover, all of which have all been made to exacting standards.

A set of 19-inch wheels was imported from the UK, together with a set of Blockley tyres and inner tubes.

Achieving exacting standards has been a feature of this restoration and there is no part of the car that has not received detailed attention, with the exception of the crown wheel and pinion in the differential. Having Donald McLeod's 1936 MG PB close by in Hamilton was a big advantage for me in being able to take measurements and

discuss how various components work and where they are positioned.

Perhaps the most significant highlight of the entire restoration was when the engine was first started in 2018. It was almost certainly the first time that it had run in 45 to 50 years.

Achieving first place as part of the MG Team entry in the 2019 Ellerslie Intermarque Concours was a remarkable achievement for this little car with a long New Zealand ownership history. A future project will be to research the ownership in New Zealand, hopefully to discover stories and photos from the past and learn more about its remarkable survival. ■



“IT’S ALWAYS A GOOD TIME TO BUY A MUSTANG”

As the Bullitt Mustang sets a new top price for a well-used Mustang, Ben Selby checks out the local pony car market

Words: Ben Selby

It was 17 April 1964, and attendees at the New York World’s Fair watched as Lee Iacocca cut the ribbon on a new exhibit. From that moment, the motoring world was never the same.

The Ford Mustang still holds the record for the fastest selling car in history. It was the original pony car, and the right car at the right time for the Blue Oval. In New Zealand, the Mustang still has a strong hold on our hearts, minds, and wallets. For many, it is the ultimate American classic car.

Asked if it’s a good time to buy one, Mustang expert and Auckland Mustang Owners Club member Wayne Lack says: “It is always a good time to buy a Mustang.” He says prices hit their peak



Fox Boddies on the march

before the global financial crisis. They have risen slowly since, but a steady flow of Mustangs of all vintages into the country will also alleviate the effect of sharp price rises.

It’s worth noting that the New Zealand Mustang market and that of the US are poles apart, figuratively and actually. The

Mustangs that have seen the biggest rise in value in the US are the previously unloved Fox Body cars produced from 1979 to 1993.

In New Zealand you can pick up Fox Body Mustangs for under \$20K, providing you can find one, and any price increase is at best keeping pace with ‘64 to ‘73 cars’ gains.

Canterbury Mustang Club president Garry Jackson confirms this trend. “All models have held their value and have appreciated steadily, most ahead of inflation. The models which have seen the biggest jump would have to be the Mach 1s, Bosses, and of course Sheldys,” he says.

Naturally, the state of the New Zealand economy is reflected in the Mustang market, good or bad. “The biggest driver of prices is how well the economy is doing; that is the biggest factor dictating how many people are out there looking to buy a hobby car,” says Wayne.

The first-generation cars from 1964 to 1966 are by far the most popular, whether as a notchback coupé, fastback, or convertible. In 1965 — the Mustang’s first full year of production — Ford managed to sell 559,500 examples,



before hitting the million mark in '66. Plus, by '66, the Shelby GT350 R and wins in the Trans-Am Series cemented the first Mustangs' popularity with the performance-minded motorist.

According to Jesmond Micallef of Waimak Classic Cars in Canterbury, you can't go wrong with one of the original classics. "In my opinion, a stock-standard '66 notchback with, preferably, a pony interior, and of course a V8, is a good choice," he says.

Prices for '65s and '66s are steady at this time, with an average coupé with the 200-cubic-inch (3.3-litre) six-cylinder or the far more popular 4.7-litre 289 V8 coming in anywhere between \$40K and \$50K. Fully restored or 'resto mod' examples could see you fork out a minimum \$20K premium for the privilege. If you want a genuine GT fastback or convertible with a four-speed manual and HiPo 289 V8, you'll be paying at least \$75K. Anything higher than that will carry a Shelby badge and a six-figure-plus price tag.

Mustangs from 1967 and 1968 grew in size and power to combat the emergence of Chevrolet's Camaro and Pontiac's Firebird. A '67-'68 notchback in above-average condition, running a 302 V8 and three-speed Cruise-O-Matic, can be had for as little as \$30K, making the last of the classic era the most affordable way to get your original Mustang kicks — but, as before, add features such as a fastback or a GT390 badge and you are looking at almost double that.

At the top of the ladder is the Mustang driven by Steve McQueen in a certain '60s cop movie, which went to an unknown buyer recently for US\$3.4M.

The end of the '60s saw the Mustang enter the muscle car era. Today, editions like the Boss 302 and Boss 429 easily command six figures. However, small block coupés and convertibles can be had for under \$50K. Mach 1s and Boss 351s from '71 to '73 can be found for around the same money.

"Looking at the original pony car classics, the '64½, '65, and '66 original classics are in one price bracket; the



'67s are slightly cheaper; and the '68s are cheaper again. It's the same with the muscle car year — the '69s being more expensive, the '70s being cheaper, and the '71 to '73 cars being cheaper again," says Wayne.

Once you find your pony, do your homework on the car itself. Jesmond of Waimak Classic Cars has bought and sold many Mustangs over the years and knows what to look out for.

"Check that the doors shut properly and check for leaky window seals. The quarter panels should be checked for bumps or filler, and make sure the electrics all check out," he says.

However, buyers can be safe in the knowledge of a steady supply of parts

and accessories.

"Every component, nut, bolt, or bit of fabric is available to restore any car, and at very reasonable prices. There are good parts suppliers with extensive stocks here in New Zealand, or for a little more hassle you can get parts cheaply from overseas," Wayne explains.

Seeking a matching-numbers Mustang is entering murky waters. Earlier cars with small block sixes and eights seldom had engine numbers attached, so it can be rather difficult to establish originality. Wayne says some unscrupulous buyers will use a lack of numbers to argue a price down. That's a practice he deplores, as it serves to drive down the price of all cars. It's healthier to acknowledge they were a mass-produced car and to accept the benefit of being able to improve the quality of an honest well-used car with new parts as required, he says.

If your chosen Mustang is a new import, make sure it has full compliance with all the NZ Transport Agency standards and requirements. If you're considering importing one from the US yourself, then, before you pull the trigger, make sure you are dealing with people who are prepared to undertake exhaustive checks.

The Mustang is not just a car; it's a lifestyle. Therefore, now is as good a time as any to put one of the most recognizable and desirable of all classic cars into your stable. ■





EDGY, CLASSY, POWERFUL

2005 Cadillac XLR

\$50,000

If you're in the market for something a little different, rare, and definitely very collectable, then this pristine low-mileage Cadillac XLR may be just what you are looking for.

In 2005 the Cadillac XLR was the company's flagship; a luxurious high-performance sports car based on the C6 Corvette chassis. In fact, the XLR was assembled in the Corvette plant, at Bowling Green, Kentucky.

Its styling is edgy yet classy, and its interior is luxurious and attractive, awash in beige leather. Light eucalyptus wood trim is used with restraint, along with anodized aluminium trim. With the press of a button the hardtop goes up or down in just 30 seconds. With the top up, the XLR looks like an edgy, powerful coupé, and it acts like one.

Don't be fooled, this 320hp (239kW) Northstar V8-powered Caddy, boasting double overhead cams and variable-valve technology, mated to Cadillac's five-speed automatic transmission, is definitely not your usual Cadillac. The XLR offers outstanding performance

and handling for the marque thanks to the modified version of Corvette's superb C6 Corvette chassis, boasting lightweight aluminium suspension components and a low stance.

The long list of standard equipment and includes side-impact airbags, a nine-speaker Bose sound system, DVD navigation and video, electronic stability control, radar-controlled adaptive cruise

control, keyless entry and push-button start, head-up display, traction control, heated and cooled eight-way power-adjustable seats with lumbar support, dual-zone climate control, a tyre-pressure monitor, and more.

These cars were built for five years only, with just over 15,000 manufactured. This example was purchased new and imported into New Zealand by an enthusiast who owned it up until he could no longer drive. The current owner, a perfectionist and dedicated Cadillac fan, bought the car in 2016 and is reluctantly selling it due to a new business opportunity. Completely stock, and with its original wheels and just 44,000 miles (70,800km) on the clock, this XLR a rare luxury performance roadster.

For more information, feel free to contact Lance on **021 927 603**.



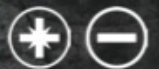


SOCKET SET

NEW

17" FLEX HANDLE INCLUDED

SCREWDRIVERS



FULL RANGE OF 1/2" DRIVE METRIC + AF SOCKETS

16 + 21MM SPARK PLUG SOCKETS



Typically Teng Features

Dividers
Keeps tools secure



Rubber Feet
Stops sliding



Retractable Handle



Click Locking



1/2" dr 12 point regular sockets: 10 - 32mm
1/2" dr 12 point deep sockets: 10, 13, 17, 19mm
2 1/2", 5" & 10" extension bars
16 & 21mm spark plug sockets
Double ring spanner: 10 x 13mm

1/2" dr 12 point regular sockets: 3/8" - 1"
FRP ratchet & 17" flex handle
Universal joint & 3/8"F : 1/2"M adaptor
Screwdrivers: PZ1, PZ2, Flat 5.5, 6.5mm

1/2"

44 Pieces

Part # T1244

\$228.85

NEW SOCKET SIZES

INCLUDED IN THIS SET AND AVAILABLE INDIVIDUALLY



Part # M120119-C



Part # M120125-C



Email sales@isl.nz for your nearest stockist
Valid until 29 February 2020

RACING PEDIGREE

1985 Group A Mustang

POA

An impressive racing pedigree complete with all the Group A homologation paperwork — what Ken Hopper refers to as the “golden ticket” to go motor racing — is a part of this car deal. It is one of only a handful of Group A Mustangs built, and they are rarely offered for sale.

This Fox Body Mustang had multiple starts at Bathurst and other Australian tracks before it was then imported and competed at various events here. These included races at Queenstown, Timaru, and the Wellington street race.

Restored by icon, the package includes a fully specced Group A 302



motor, Getrag gearbox, Detroit Locker diff and 28-spline Altas axles with fully floating safety hubs. Spares include another motor, gearbox, and diff — all as already installed — and a complete set of panels, which includes the nose clip and the hard-to-find rear hatch assembly.

The car is completely restored and ready to go racing from day one in either classic or historic events.



Contact Ken on **09 416 4347**, or email dandkhopper@xtra.co.nz.

STAR INSURANCE'S TAKE ON 'GET AROUND TO IT'

Owners of classic cars naturally want the best protection for their pride and joy. When it comes to choosing the best insurance, most companies provide the basics like good backing and adequate security ratings. So how then do you decide which to choose?

There are many things that we Kiwis will do when 'we get around to it': sanding and polishing the deck, taking your spouse on that long-overdue date night, or replacing the transmission and clutch in your restoration project. There's always something that seems to challenge your attention and before you know it, 'get around to it' becomes 'get away with it', or 'I wonder if I can get away with not doing that?' Obviously, the answer is no.

Something that always gets relegated to the bottom of the pile, no matter how insignificant the things

are that are piled on top of it, is doing a quick audit of your insurances. Yes, exciting stuff. But when was the last time you audited your insurances?

Even if you use a broker to sort your insurances, it's always good to ask them to do a quick review of what's out there in the market and what changes might have happened or be available to your existing policies. For instance, are you over-insuring your classic car? Have you got enough coverage in your policy to cover anything and everything that could cause damage or loss to your precious car? That kind of thing.

Summer, which often sees Kiwis relaxing in the garden, is a great time to get the wheels in motion and get around to checking that you have the best insurance possible for your classic car and anything else you insure.

Star Insurance Specialists has New Zealand's leading classic car policy, called 'Star Enthusiast Classic Car'. As they Star is a niche insurance specialist, it knows everything there is to know about insuring classic cars and what their owners desire. However, unlike many insurance providers, Star actively encourages its customers to check in regularly to ensure they have the best policy for their unique needs and are not paying too much for what they're getting.

Oh, and if you have to decide between replacing that transmission and taking your spouse out on a date night, we know you'll do the right thing.



We know best how to insure classic cars

MOUNT SHOP

- AIR INTAKE HOSES
- ALUMINIUM PIPING
- BALL JOINTS
- BUMP STOPS
- COUPLINGS
- CRANK PULLEYS
- DAMPERS
- DIFF MOUNTS
- ENGINE MOUNTS
- HANGER MOUNTS
- IDLER ARMS
- IDLER PULLEYS
- LOWERING BLOCKS
- SILICONE HOSES

- SPRING SEATS / PADS
- STEERING RACK ENDS
- STEERING RACK MOUNTS
- STRUT MOUNTS
- SUBFRAME MOUNTS
- SUSPENSION ARMS
- SUSPENSION BUSHES
- SWAY BARS
- SWAY BAR BUSHES
- SWAY BAR LINKS
- TENSIONERS
- TIE ROD ENDS
- U-BOLTS
- UNIVERSAL MOUNTS
- WHEEL HUBS & BEARINGS



from
CLASSIC to **NEW**

UNDER CAR
Specialists

QUALITY • SERVICE • KNOWLEDGE • LATEST RANGES

WHANGAREI . HENDERSON . PENROSE . HAMILTON . PALMERSTON NORTH . LOWER HUTT . CHRISTCHURCH

Freephone: 0508 86 66 86

www.mountshop.co.nz

SUPPLIER TO





BEGG SHOW THE START OF SOMETHING BIG

George Begg's contribution to motorsport in New Zealand is now being recognised in a new exhibition and a new annual event

Words and photos Quinton Taylor

Southland is ramping up its claim to being the motorsport capital of New Zealand by launching a new event, the George Begg Speedfest 2020, at Teretonga Park Raceway from 15-17 February 2020.

While George and his cars are well-known in Kiwi motor racing circles, an all-new display of Begg cars and memorabilia is being gathered together and put on display at Classic Motorcycle Mecca in Invercargill, from Thursday 13 February. It will help fix his star in the firmament alongside other Kiwi

motorsport luminaries, including fellow Southlander, Burt Munro, and give Invercargill another motoring drawcard.

But it wouldn't be fitting for George without some proper racing, so the first-ever George Begg Classic Speedfest, to be held in conjunction with the Southland Race Car Club, is taking to the track at Invercargill's Teretonga Park on 13-16 February. It will make the pilgrimage south doubly attractive for petrolheads as it follows hard on the heels of the Burt Munro Challenge (5-9 February).

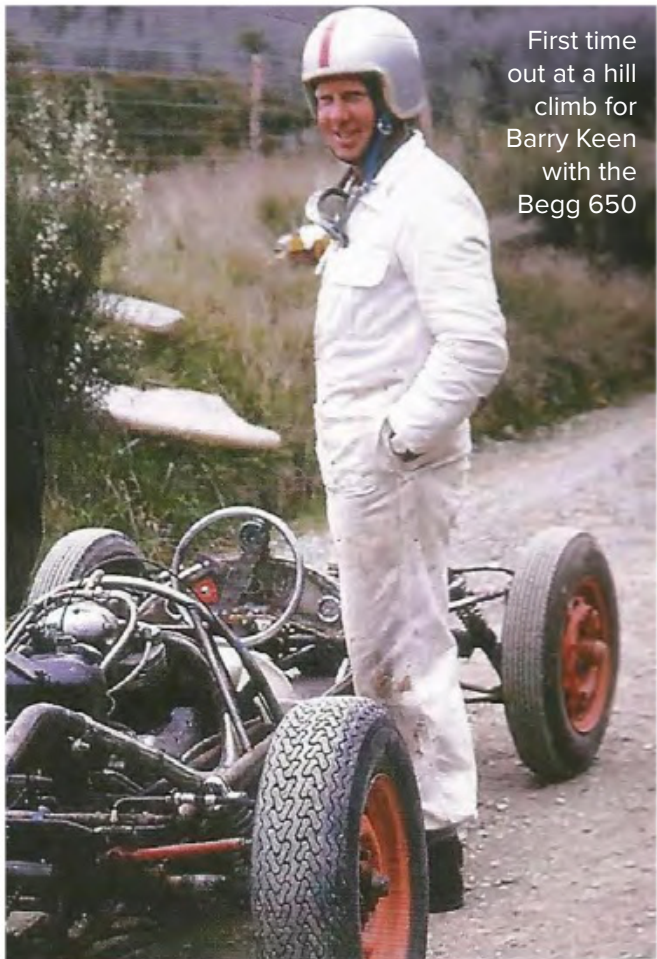
AMBITIOUS VISION — WORTHY OF BEGG HIMSELF

Sponsorship from another great Invercargill motorsport attraction, the Bill Richardson Transport World — also the team behind the exhibition venue, the Classic Motorcycle Mecca — has been confirmed for the Speedfest for the next 10 years. That gives organisers a solid footing from which they can now create a memorable event.

Transport World director Scott O'Donnell, himself a keen motor racing participant, would love to see the Speedfest event develop along the lines of Goodwood Revival motoring celebration in England. He and his wife and business partner Jocelyn went to Goodwood this year, saying: "It was amazing — 100,000 people over three days and as Joc said, this is the way to go."

Those coming to the Speedfest are encouraged to bring their classic, custom car or motorcycle along and dress up to match the period of their vehicles, a feature that adds so much to the atmosphere at Goodwood.

"Not everyone will want to dress in period like they do at Goodwood but we are hoping quite a few will."



First time
out at a hill
climb for
Barry Keen
with the
Begg 650



George Begg and Barry Keen looking over
the Begg 650 at the 2007 Tribute to George
Begg at Teretonga Park Raceway



Barry Keen with the Begg
650 he now owns



GEORGE BEGG BUILT 18 RACING CARS BETWEEN 1963 AND 1974.

George began his business in 1957 making farm equipment at his workshop in Drummond, Southland. He began his competition career racing motorcycles before he built his first car, the Begg 650 single seater. He finished with 018 which was built for the F5000 formula. This Chev V8-powered car was designed and built by George in 1974. His cars twice won New Zealand's premier single seater series, the Gold Star Championship. The 018 car was designed on his return from racing FM5 in Europe and driven by New Zealander David Oxtan in the European Gourdes F5000 series of 1973.

The story of George Begg and his cars is an incredible one of ingenuity and perseverance mixed with success. It is testament to the skills and tenacity of a local craftsman in true Burt Munro pioneering fashion. With his interest in motorcycle racing at challenging circuits such as the Isle of Man TT, beach racing and his later involvement in classic motorcycle racing, George's interests often paralleled Burt's.

George died in April 2007, aged 76 a few months after the timely tribute to him at Teretonga Park Raceway. The George Begg Speedfest is a fitting tribute to a man and his vision.

Left: Gary Pedersen [FM4] leads David Oxtan [FM5] – Terry Marshall photo



Left: Lindsay Tosh driving the Begg Daimler
Below: Barry Keen with the McBegg sports car



LOCAL BOY MADE GOOD

George Begg, from Drummond in Western Southland, built race cars that made their mark nationally and in European motor racing. He followed a path set by the likes of Bruce McLaren when he moved to Europe. George had even worked for McLaren at one point, but once back in New Zealand in his Southland workshop, he adapted many of his and designer Nigel Beresford's ideas into his own cars. This was to a point where they could match most

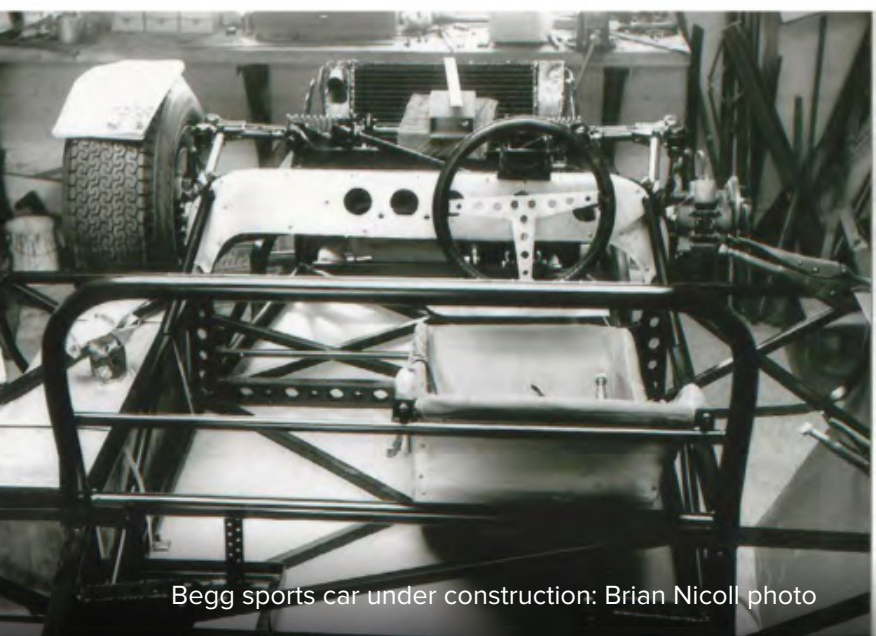
competitors. The name George Begg is now intrinsically woven into the narrative of New Zealand motor racing history and Scott O'Donnell of Transport World said he wants to honour that. "As a tribute to George Begg, we are aiming to get at least 16 of the cars he built along for the display and the Speedfest," he explained.

Not all of the cars are available for the Speedfest displays. Some will be doing what they were designed for, and racing at Teretonga. Just prior to Christmas 2019, nine cars had been confirmed as

attending the Speedfest. "The aim is to get as many of the Begg-built cars back in Southland as possible and to keep them here," Scott said.

KEEPING IT LOCAL

Scott O'Donnell also has some 'skin in the game' and has now taken over from Noel Atley as the owner of the final Begg car made, the Begg 018. Another Southland local and Southland Sports Car Club patron, Barry Keen, has the first car, the Begg 650.



Begg sports car under construction: Brian Nicoll photo



Above: Illustrious company: [from left] John Surtees, Tim Parker, George Begg, David Bell and Hugh Anderson at Ruapuna 1981

Left: Record run, Lawrence Brownlie with George Begg

Below: Former Begg drivers Jim Murdoch and David Oxtan with George Begg [centre]



NGATEA

panelbeaters ltd

Vehicle Restoration Specialists



- High Quality Panelbeating
- Certified Welders
- Panel Fabrication
- Precision Chassis Alignment
- Windscreen & Radiator Specialists

All new location- purpose built huge shop. New full downdraft bake oven spray booth. Cromax Pro water borne painting. Tons of metal shaping gear. Yoder power hammer, pullmax, english wheel, air planishing hammer, tig and mig welding. Four experienced and highly skilled panelbeaters.

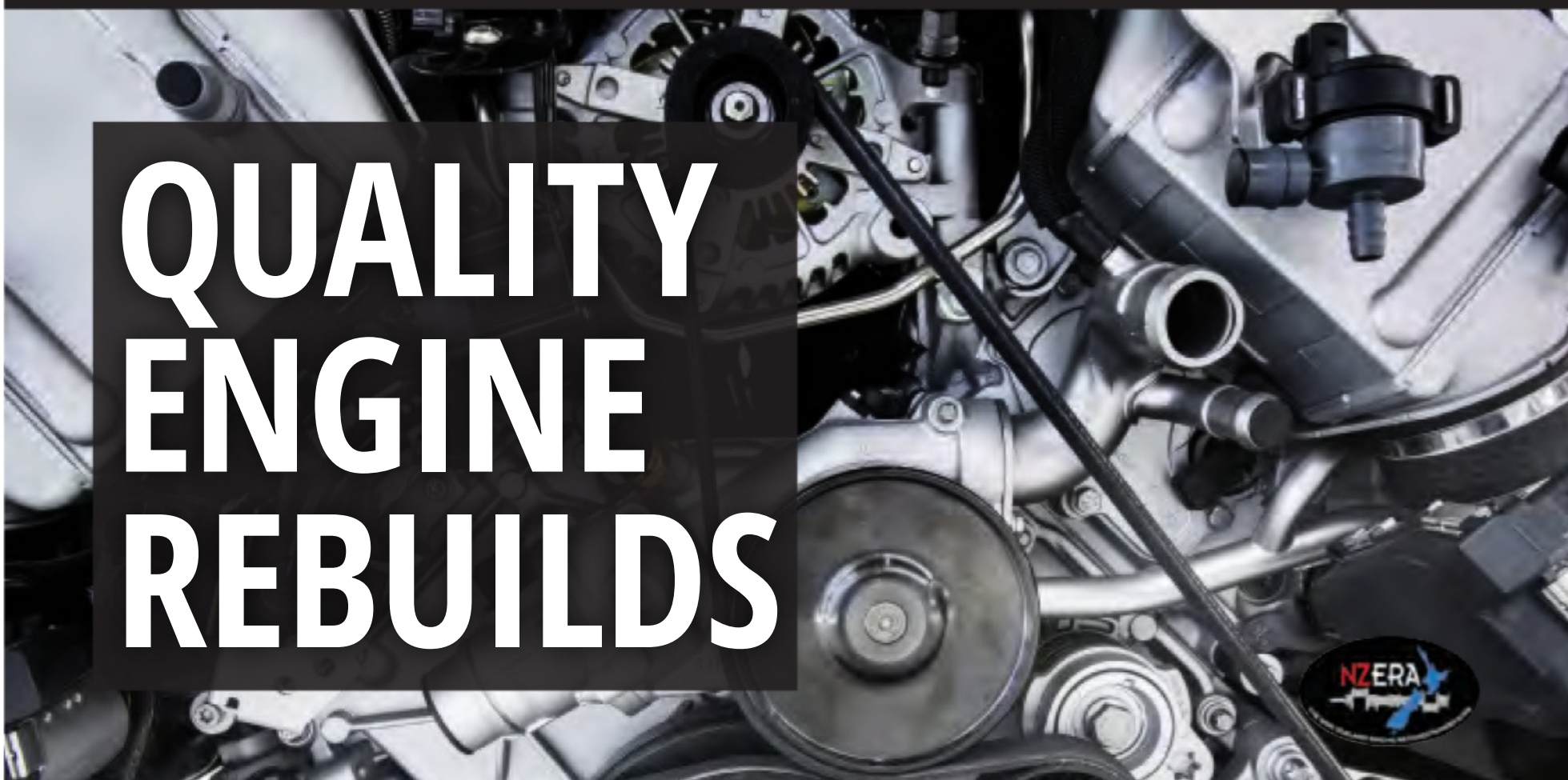


07 867 7561, 021 1023 463 - Phillip Broadbent
www.ngateapanelbeaters.co.nz 34 Kohunui Street, Ngatea 3503



100% committed to our customers,
our staff and our industry
CALL US TODAY ON 07 849 3068

QUALITY ENGINE REBUILDS





Above: Begg FM3 with Dave McKenzie at Teretonga

Left: Wigram 1976 with 018. [from left: George Begg, Clare and Jim Murdoch, Rob Allen, Dale Porteous, Allan McCall

Below: Begg FM3 with Graham Dickie

A big plus for the event is that many former drivers and people who were involved with him will be there

Another local keen to drive the success of the event and create a centre of gravity for the Begg cars in Southland is Ken Muir. He owns the Begg-Daimler and recently purchased the Begg twin-cam from Barry Clearwater. This car is now also ready to run under its own steam. "It really is thanks to the efforts of Noel Brumby and Grant Clearwater that this car has been saved," says Ken.

The Begg Daimler is now Chevrolet V8-powered but Ken also has the original parts.

"I also have a Daimler V8 engine along with the four twin-choke downdraught carburettors which George

originally used, to save a few dollars. The idea is to get it back to the original Daimler configuration just as Lindsay Tosh drove it," Ken explained.

In keeping with the local Southland emphasis, Invercargill's Dave McKenzie, a regular competitor in classic events with his immaculate Begg FM3, will be there along with Graham Dickie's FM3. Lindsay O'Donnell also has the Begg FM5.

Even though George Begg has passed away, a big plus for the event is that many former drivers and people who were involved with him will be there to help celebrate this golden era of New Zealand motorsport. ■



Attention: Owners

When your  needs attention and you want to give it the best care available, see NZ's most experienced MG team:

Specialist Parts Service: 17 Brownie Rd, Laingholm, Akld

- Decades of MG experience mean you get expert advice on what you need for your car
- We won't sell you what you don't need – unless you insist!
- Thousands of stock lines of new parts mean you get your spares sooner
- Overnight nationwide service
- Free extended and unconditional warranty on all parts

Contact us now for your copy of our Free Catalogue

Workshop: 1 Stock St, New Lynn, Akld.

Servicing, tune-ups, repairs, WoF, restoration, performance mods.

See us if you want:

- Your MG running sweetly and reliably
- The job done properly without dodgy shortcuts
- Other benefits of our experience – we work faster, your car is done sooner, saving you money.
- A team that's easy to do business with:
friendly, personal service with pick-up, drop-off, & courtesy cars all available
- An unconditional warranty on all work done for you. In the unlikely event of a problem, we will sort it. Properly & promptly.

Now Available!

*Electrical cable in the full range of correct
Lucas colour codes, and terminals to match.*



Paul Walbran Motors Ph 09 817 8194

Email: paul@mgparts.co.nz Web: www.mgparts.co.nz; Mob 021 886 723 Fax 09 817 8164

Leaders in Service, Advice, Value for Money - Caring for All MG Models



FRASER
Clubman S

A modern take on an old classic

www.fraser.co.nz



South Canterbury Hydraulics Southern Classic

This race meeting is an annual invitation event for historic and classic car racing. The Classic Motor Racing Club of New Zealand (CMRC) race committee is inviting competitors to the event, which will run from 7 to 9 February at the Timaru International Motor Raceway, formerly known as the Levels.

Organizers say the fields at this event are larger, meaning recent grid race experience is essential. And because of the number of events in the series, a high level of vehicle preparation is required.

The Southern Classic is part of the Southern Festival organized by members of the three major racing clubs in the South Island: the Canterbury Car Club, CMRC, and Southland Sports Car Club. Each club arranges its own programme of events and hospitality, and supplementary regulations for other events in the series will be available from their respective organizers. The Southern Classic is run by the South Canterbury Car Club team.

The aim of the series is for all participants to have

entertaining racing in which the focus is on competing rather than winning trophies, but the organizers also promote this event to encourage spectator attendance.

SOUTHERN CLASSIC FEATURE CLASSES

- > 50th Anniversary of OSCA (Open Saloon Car Association)
- > 60 Years of Mini
- > Classic Saloon Cars
- > Continental Rennsport, Sports, and GTs
- > Historic Muscle Cars and Racing Saloons
- > Formula Libre and Historic Formula Ford
- > Vintage Car Club and Historics
- > Mobil 1 Mainland Muscle Cars

American Racing through the Decades

American Racing Equipment is one of the oldest manufacturers of aftermarket wheels.

Founded in 1956, American Racing was ideally placed to respond to the classic muscle car era. The company is 100 per cent American and all wheels are made in the good ol' US of A. American Racing has been involved with almost all forms of racing, from desert to drag. Its wheels' longevity means they have become part of mainstream culture, featuring in both the original *Dukes of Hazard* series (in the late '70s) and the 2005 movie.

Technology and innovation, married to product design that captures the flavour of the times, have kept American Racing in the front rank of wheel upgrades. Its wheels are handcrafted and made to order by size, style, fitment, and finish, and quality is assured.

DTM Wheel & Tyre Ltd, a 100 per cent Kiwi-owned company, is proud to be the New Zealand distributors of the American Racing brand. Check out the extensive and comprehensive range online today at dtm.co.nz.



AUTOHUBTM

FORWARD TOGETHER

IMPORT WITH AUTOHUB - WE MAKE IT SIMPLE



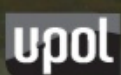
WWW.AUTOHUB.CO
customerservices@autohub.co.nz

 **09 411 7425**

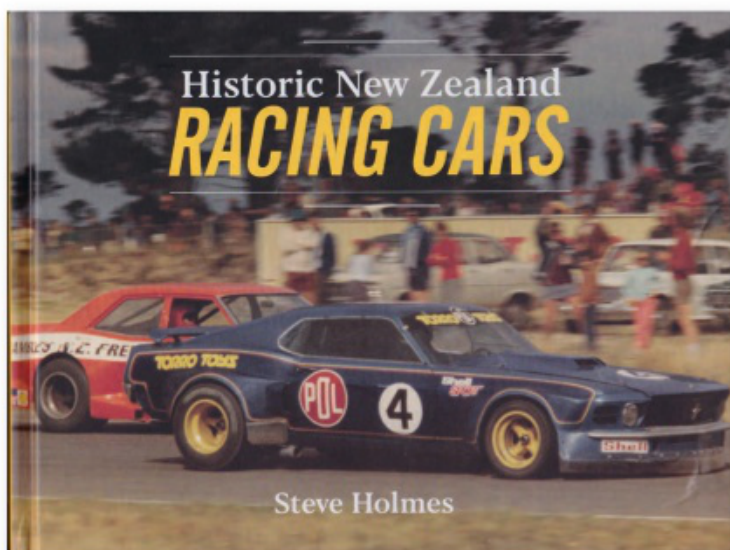


**AUCKLAND'S LEADING AUTOMOTIVE
REFINISH AND RESTORATION SUPPLIER**

From small touch-ups to full restorations,
we have all the materials you require.
Colour matching is our speciality.



18 Arrenway Dr, Albany, Auckland • Ph: 09 443 1960 • sales@carcolors.co.nz • www.carcolors.co.nz



HISTORIC NEW ZEALAND RACING CARS

WRITER: STEVE HOLMES

PUBLISHED: 2019 BY BATEMAN, WHICH SUPPLIED THE REVIEW COPY.

ISBN: 978-1-86953-986-3

REVIEW: MARK HOLMAN

Here's another of the landscape format books by Steve Holmes on different aspects of New Zealand motoring and motorsport. This one covers 18 historic racing cars. All but one of them raced in this country, and most were either built or substantially developed here.

Not surprisingly, in view of Steve's particular interest and knowledge, quite a number of potent saloon cars are included, such as the Algie Alfetta, the Custaxie (but why no mention of the excellent replica currently racing?), the PDL Mustang, Fahey's Capri RS2600, and the one-owner Graeme Addis Charger.

Invariably, there's a bit of repetition about racing rules and results in the separate chapters on these sometimes outrageous and exciting cars, but the reader is rewarded by Steve's deep dive into their construction and development, race histories, and ownership over the years: fascinating stuff!

Elsewhere, there are a few single-seaters and a sports car or two. The Lycoming Special had to be included, both for its ingenuity and its long life. Nice, too, to see the Paton Ford as an example at the other end of the scale. The monopostos include some locally built specials — the GeeCeeEss and the brilliant RA Vanguard that was so far ahead of its time — as well as F5000s from Begg and McRae. Factory-made cars are represented by the Owen Racing Organization/Brabham/Amon/Southward 250F, and the author acknowledges Jim Barclay's assistance in

unravelling the car's complicated history.

The odd one out, in that it never raced locally, is the Can-Am-winning McLaren M8A that was so carefully restored in New Zealand after being abandoned to the elements. However, it's a fair inclusion as an example of a very successful 'New Zealand' racing car.

Each chapter runs from four to 12 pages, with plenty of text about each car's history plus a good selection of photos from its racing career. There are some great action shots, such as Grady Thomson in the Monaro at Wigram and Pat Hoare's superb Ferrari at the same venue.

One of the biggest problems with a book like this must be deciding what to leave out. I'm sure most readers will have their own ideas of what should have been included; I'd vote for the Stanton Corvette and one of the Lawrence or Palmer single-seaters. Maybe that urge will form the basis for a second volume?

Despite the slightly dull cover image, this 192-page book demonstrates plenty of thorough research and presents a rich trove of New Zealand motorsport treasures from the past, in an interesting and enjoyable way.

MOTORCYCLES & MOTORCYCLING IN THE USSR FROM 1939: A SOCIAL AND TECHNICAL HISTORY

WRITER: COLIN TURBETT

PUBLISHED: 2019 BY VELOCE, WHICH SUPPLIED THE REVIEW COPY.

ISBN: 978-1-787113-14-5.

REVIEW: MARK HOLMAN

Post-World War II Eastern European machines are pretty much unknown to most of us because, other than the likes of Jawa and some Urals, very few were exported here. However, the USSR built enormous numbers of bikes for many years to meet local demand, and the fact that they were outdated technically or were continuations of models that dated as far back as the 1930s gives them an appeal of their own.

The book has some very scathing road test extracts from British magazines, complaining about the poor brakes, electrics, etc. of bikes that got to the UK. It was possibly a welcome opportunity for British writers to unload on another nation's products, as they wouldn't have had much to celebrate among their own industry's products by then!

As well as the machines themselves, such as the IZH-49 and Voskhod 2, author Turbett covers the various factories involved, the export trade, and motorcycle sport in the USSR. I'd never seen a Komet 2 supercharged 500cc racer before.

In many ways, though, the chapter on 'social aspects' is the most fascinating, as it shows how essential these bikes were to everyday life throughout the Soviet Union, when cars were rare and road networks were poor. There's a neat colour section, too, that includes race posters and propaganda material.

With such a wide-ranging topic, I guess this 128-page hardback can't cover everything, but when you think it starts with the use of bikes in WWII — or The Great Patriotic War, as it was known in the USSR — and ends with sketches of what the well-dressed Soviet motorcyclist wore in 1963, you know it's going to cover a lot of territory.

It's fun to come across a book that covers a topic you haven't read much about before, so well done to Colin Turbett and Veloce for this one.



K-Seal® ONE STEP

PERMANENT COOLANT LEAK REPAIR

NO DRAINING/NO FLUSHING
SEALS HOLES/CRACKS -
JUST POUR AND GO

KSEAL.COM/NZ



**THE
GEARBOX FACTORY**
Auckland Transmission Services Limited East & West

**FAMILY OWNED
BUSINESS FOR 43
YEARS & PASSIONATE
ABOUT CARS**

1957 ASTON MARTIN DB2/4 MK11

This owner chose The Gearbox Factory for his gearbox overhaul. Why don't you?



Approved and preferred by the insurance industry for all quality work. Make the right decision about your transmission, the first time

- * Repairs and modifications to differentials
- * Import and stock Tremec and McLeod components for manual transmissions
- * Automatic to Manual conversions

No obligation test drive and diagnosis* Free courtesy cars* Free towing/pick up* Free car pickups and delivery* 18 months or 25,000km warranty on parts and workmanship* *Conditions apply

THE GEARBOX FACTORY SOUTH/EAST AUCKLAND: 68 GREENMOUNT DR, EAST TAMAKI, PH. 09 274 8340, enquiries@gearboxfactory.co.nz
THE GEARBOX FACTORY WEST AUCKLAND: 9E MOSELLE AVE, HENDERSON (BEHIND WAITAKERE CITY WOF CENTRE), PH. 09 837 7666, FAX: 09 837 7166, gbfwest@xtra.co.nz

www.gearboxfactory.co.nz

RISLONE VALVE SEAL OIL CONSUMPTION REPAIR

If you suspect poor valve sealing is contributing to an oil consumption issue, you may find a solution in Rislone Valve Seal Oil Consumption Repair. The most common cause of valve seal leaks is simple wear and tear due to age and high mileage. The seal can also leak if a vehicle is being stored for a long time. Extended storage causes drying and hardening of the seal that leads to shrinking and cracking, and consequently leaking.

Rislone Valve Seal Oil Consumption Repair does not use particles to plug leaks, rather it works to reverse ageing damage and stop oil consumption via technology that relies on special polymers and seal conditioners to stop valve seal leaks permanently.

You can use the product with all types of motor oil, and it can be used to top off oil when low or to replace a half-litre of oil when performing an oil change. It works with all petrol, LPG, and diesel engines using conventional, high-kilometre and synthetic oil.

Priced at \$59.95 incl. GST. For more product or stockist info, call 0800 227 422 or buy online at smitsgroup.co.nz.



QUICK AND EASY

This reversible three-jaw oil filter wrench has a capacity of 64–102mm. Its reversible jaw is designed to fit most cars and light trucks, and is serrated to wrap around and grip the oil filter firmly, then easily remove spin-on oil filters in even the most confined spaces.

Made to be durable and long-lasting, the AmPro oil filter wrench is only \$32.22, and is available now from MyAutomotive. The price includes free freight anywhere in New Zealand. Visit myautomotive.co.nz for more information.



SERIOUS TOOLS

Packed with everything a handyman could need, the Powerbuilt quarter-inch-drive 30-piece metric bit and socket set is ideal to pop in the boot of any car — you never know when you'll need a 10mm ratchet or Philips bit on the go. The Powerbuilt product line has been extensively developed and refined by its research and design team to ensure each product meets or exceeds the American National Standards Institute standard. Powerbuilt hand tools are trusted and used worldwide by serious DIY and trade people every day.

To get your hands on the Powerbuilt quarter-inch-drive 30-piece metric bit and socket set for only \$73.63, check out myautomotive.co.nz.



DIY WINDSCREEN REPAIR

If a stone has chipped your windscreen, the usual solution is to call a mobile windscreen repair service or take a trip to their workshop. Maybe you'd consider fixing it yourself if you had the right tools and materials?

Cue the Windscreen Repair Kit from Rain-X, a company that knows a thing or two about windscreens. Based on technology used by the professionals, it contains a one-gram bottle of resin repair liquid, an injecting device, curing strips, a sleeved razor blade to clean off residue, and a full instruction sheet. It can permanently repair most chips, from 'bulls-eyes' and 'stars' to fine cracks, leaving the surface almost blemish-free.

Available from leading automotive and hardware stores throughout New Zealand, or see rainx.co.nz for more information.

KWIK STRIP

Chemical Stripping • Rust Removal



- ▶ Paint stripping and rust removal on car bodies, chassis, and, car parts for over 10 years
- ▶ Steel, wood and aluminium stripped back to original condition fast
- ▶ We thoroughly remove paint, filler, varnish, rust and corrosion to give your restorations the best start

Ph: 09 828 6618 / kwikstrip.co.nz
183 McLeod Rd, Te Atatu, Auckland

ACE PANEL & PAINT

Classic & Custom Auto restorations

WHITIANGA



- RESTORATIONS
- FABRICATION
- INSURANCE WORK
- CUSTOM PAINTING
- CHASSIS STRAIGHTENING

WHITIANGA SPECIALIST IN CLASSIC CAR RESTORATION.

Current Work: Air ride suspension to a 1962 Coupe de Ville Cadillac, modified 56 F100 through to compliance, total restoration on a 1962 MGB and a 1935 Ford Cabriolet.

Plus: chassis modifications for airbag suspension, general suspension upgrades and we're the only Goldseal rustproofing applicators for the area.

E: BRUCE@ACEPANELANDPAINT.CO.NZ

P: 07 866 2660 M: 021 043 4962

29 MOEWAI ROAD, WHITIANGA 3591

ACEPANELANDPAINT.CO.NZ

For Hard To Source
Cables, Brake Parts or Hoses

Call The Specialists



Cables - Speedo | Handbrake | Accelerator | Choke
Brakes - Shoes | Resleeving | Booster Overhaul
Hose Manufacturing - Brake | Braided | Power Steering
Brake Cylinder - Resleeving



0800 10 27 39

66 Killarney Rd, Hamilton
email. parts@apexautocentre.co.nz www.apexautocentre.co.nz

CLASSIC ENGINE RESTORATION TO FACTORY SPECS



DRURY ENGINE — RECONDITIONERS —

COMPLETE ENGINES A SPECIALITY
COLLECTION & DELIVERY PART OF OUR SERVICE

LINE BORING CYLINDER HEADS OVERHAULED
ALL ENGINE MACHINING RESLEEING & REBORING

ENGINE MACHINING SPECIALISTS

09 294 8467

info@enginereconditioning.co.nz

www.enginereconditioning.co.nz





PRINCE CHARMING

A Blue-Blooded Beemer

Words: Ross MacKay / Photos: Richard Dimmock, Euan Cameron (where attributed)

It's rare all right. In fact, bar one final car built in 1998 — and now on display in BMW's own museum in Munich — and a second, sister car, E36 STC 97/017, built in 1997 for the BMW Italia team, the distinctive Jägermeister orange E36 STC 97/16 owned and raced in New Zealand's Archibalds Historic Touring Car Series

by Christchurch car dealer Bruce Miles is the last in the line of BMW Motorsport-built 320i supertourers.

With no contemporary record of activity regarding the 'sister car' — raced in the 1988 and 1989 Campionato Italiano Superturismo, or Italian Super Touring Championship, by Emanuele Naspetti — the Miles' car is certainly

the last of BMW's iconic line of E36 BMW supertourers still in active, not to mention, race-winning, use.

STILL CHARGING HARD

In the southern hemisphere motor racing season just passed, Miles won five out of the eight races that made up the 2019 Archibalds New Zealand Historic Touring Car Series. Included on that list were all three at the big Skope Classic meeting at Bruce's home circuit, Mike Pero Motorsport Park at Ruapuna, and two of the four were at the final round at the Evolution Motorsport Classic Speedfest meeting at Invercargill's Teretonga Park a fortnight later.

The hard-driving Miles won against quality opposition, in fields that included later model front-wheel-drive supertourers such as the former Team Dynamics Nissan Primera of Phil Mauger and the 1977 Kelvin Burt BTCC Volvo of Lindsay O'Donnell.

LONG TIME INTEREST

To be fair, E36 STC 97/16 is not the first, or indeed only BMW E36 super tourer Miles owns or has raced. In fact, his passion for the marque and model goes back to the late 1990s and early 2000s. In 1998 and 1999 he and long-time business associate and racing buddy Murray Cleland competed at Bathurst in E36 STC 95/026, a car that ran under Diet Coke livery in the Australian Two-Litre Touring Car Championship in 1996. They returned in 2002 to do the 24-hour race at the Mt Panorama track with fellow Christchurch car trade identity Gary Geeves.

Miles has subsequently also acquired E36 STC 96/108, a BMW Team Bigazzi car originally run in the 1996 ADAC (German) Super TourenWagen Cup but better known in this neck of the woods, perhaps, thanks to its win in the hands of Brabham brothers Geoff and David in the AMP Bathurst 1000 in 1997, when the official event was run under two-litre supertourer rules.

This particular Beemer also enjoyed a subsequent, largely-winning, role in Queenslander Paul Morris' Australian Super Touring Championship career.

WHO'S WHO IN THIS ZOO

In terms of outright speed and handling prowess, there might only be a second per lap difference between early and later model cars. But the difference in provenance, and therefore value, however, between the 'Aussie' car and E36 STC 97/16 — aka 'the Jägermeister car' — is arguably chalk and cheese.

There are two reasons for this. One is the instantly recognizable mix of orange and the contrasting green stag's head logo and the unique black letter typeface of Germany's best-selling liqueur, Jägermeister. The other is the driver for whom E36 STC 97/016 was originally built: Prince Leopold von Bayern of Bavaria.

Jägermeister is a herbal liqueur made in Germany. The company started sponsoring cars built and run by fellow German companies in the 1970s. Thanks in large part to the distinctive orange colour and immediately recognizable logo, Autosport magazine

included the Jägermeister livery in a list of 20 of the "most iconic commercial colour schemes" in motorsport.

Prince Leopold von Bayern, born in 1943, is as blue-blooded as anyone can get, descended from a handful of European and even UK royalty families.

SOME THE PRINCE'S RACE PEDIGREE

In 1984 he, team owner Walter Brun, and American Bob Akin finished fourth in the 24 Hours of Le Mans. Local fans with longish memories might also recall the name from that year's James Hardie 1000 race at Bathurst, where the Prince shared a Group A-spec BMW 635 CSi with the late Denny Hulme.

Prince Leopold von Bayern is as blue-blooded as anyone can get

Between 1984 and 1992, Prince Leopold competed in the Deutsche TourenWagen Meisterschaft, first in a BMW 635 CSi then in several different E30 M3s.

In 1986 he was made an official

member of BMW's works touring car squad and a year later he and fellow German nobleman/driver Thomas von Löwis of Menar drove a Schwaben Motorsport-entered BMW M3 to 12th place at the New Zealand round of the one-off World Touring Car Championships — the 1987 Nissan Mobil 500 — in Wellington.

Like current car owner Bruce Miles, E36 STC 97/16 was not Prince Leopold's first E36 race car. He drove at least two different ones in the two years he contested the All Japan Touring Car Championship — 1994 and 1995 with the works-backed, Charly Lamm-run Schnitzer squad — including the E36 STC 95/016 he shared with popular 1993 British Touring Car Championship

winner Joachim 'Smokin' Jo' Winkelhock in 1995. He also raced at least another two E36s in the ADAC Super TourenWagen Cup series back home in Germany

in 1996 and 1997 for the Isert BMW team before stepping up for a final fling, at the age of 55, in E36 STC 97/016 in the popular German series, now renamed the ADAC Super TourenWagen Meisterschaft.



SOME OF THE CAR'S RACE PEDIGREE

History records that the series was won by former World 350cc and F750 motorcycle champion Johnny Cecotto from Venezuela in a BMW 320i from the works Peugeot 406 of 1997 series title holder, Frenchman Laurent Aiello.

Times were quickly changing in the world of supertourers, no more so than in Germany where Peugeot, Nissan, and, yes, even BMW dropped their factory support for the 1999 series — which, as it turned out, would also be the last official SuperTourenWagen Cup.

Having already won the Championnat de France de Supertourisme for the past three years in a mixed bag of lesser Beemers, Frenchman Eric Cayrolle must have thought the von Bayern E36 was the perfect tool in which to make it four in a row in 1999. It was not to be, however; victory that year and in 2000 — when Cayrolle also drove the former von Bayern car — went to the Peugeot 406 of fellow Frenchman William David.

A SUITABLE ENDING

That's where many a story like this would end, had it not been for the passion for the SuperTourer category — and in particular for BMW Motorsport-built works cars — of keen New Zealand Historic Touring Car Series competitor Bruce Miles.

Bruce and Murray Cleland always have an eye and ear out for historically significant cars to buy and bring back here to race. In doing so, they enable those of us who share their passion to see these cars being put through their paces at a circuit that is often just down the road — cars that we would usually only get to see on TV or in the pages of magazines.

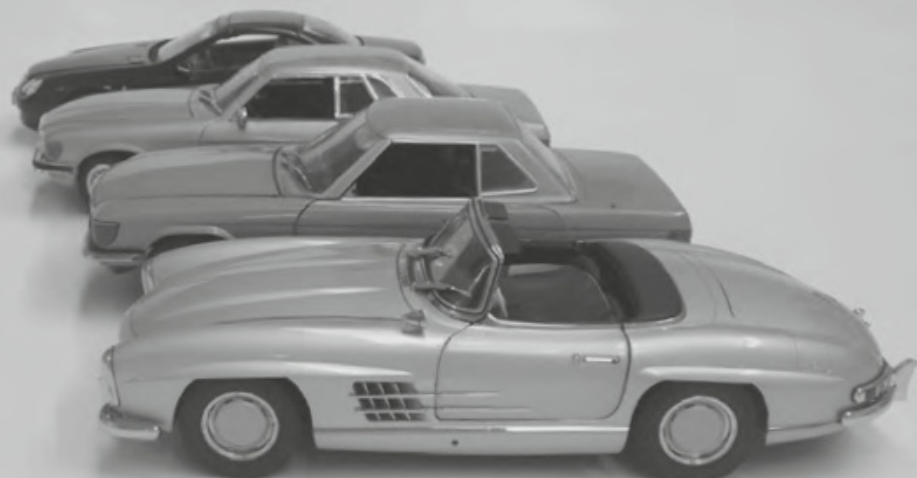
So, it only seems right to raise a glass of Jägermeister and offer a hearty Prost! (cheers) or Zum wohl! (good health) to Bruce, Murray, BMW, and, most of all, Prince Leopold von Bayern, without whom etc. ■



Having already won... Eric Cayrolle must have thought the von Bayern E36 was the perfect tool in which to make it four in a row in 1999



MERCEDES PARTS SPECIALIST
STARTECH
ENTERPRISES
 0800 423 697 / 4MERCS.CO.NZ



We supply Mercedes passenger vehicle (Car) vintage, classic and current models. In stock are OEM (original manufacturer), aftermarket and used parts. With a large inventory on the shelf and weekly shipments from our suppliers in Germany, we can offer any parts you may require for your Mercedes.

Over 30 years personal experience in the Mercedes parts business, means we supply the right parts at the right price!

AUTODEC CAR CARPETS



We specialise in Automotive Carpet. We have our own Carpet Factory where we tuft the carpet — back the carpet — mould or sew the carpet — then deliver it direct to you.

Alfas to Zephyrs
 Carpet - Insulation - Car Mats

AUTODEC SUPPLIES LTD

73 Cryers Rd, East Tamaki, Auckland, NZ
 Ph: 0508 288 6332 Email: sales@autodec.co.nz
www.autodec.co.nz

thepartsman.co.nz

So you're going to the
Aeroflow Outlaw Nitro Funny Car Show !
 Be prepared.

Get your One Bad Kiwi T-shirt now.

From
 \$37.50



Get it right the first time

- ♦ Thinking about making changes to your car
- ♦ Wanting to import a vehicle ♦ Can't get a WOF

Talk to the experts—It's what we do

nostalgia
motors



Ph: 07 846 1623

www.nostalgiamotors.co.nz
www.thepartsman.co.nz



Our product and experience make us your first choice for performance suspension systems. We supply everything from OEM spec replacement parts to race car suspension with custom built systems our specialty.



www.georgestock.co.nz
 email: parts@georgestock.co.nz

AUCKLAND
 8 Te Apunga Pl, Mt Wellington
Phone (09) 270 7222
 0800 STOCKS
 (0800 786 257)

CHRISTCHURCH
 15C Byron St, Sydenham
Phone (03) 366 2500
 0800 6STOCKS
 (0800 678 625)

Kiwi Zagato Owners Celebrate 100 Years

One of the great Italian car design houses, Zagato, celebrated its centenary in 2019, creating a not-to-be-missed opportunity to bring the greatest collection of these rare and special cars together in New Zealand

Words: Ian Parkes / Photos: Stephen Perry



Top Left: Alfa RZ 'Mostro'

Left: The 1990 Nissan Autech Zagato Stelvio AZ1 bonkers wing shrouds contrast with the lovely Fulvia Zagato

Above: Amanda and Phips Rinaldo with their 1930 Alfa Romeo 6C 2300 Grand Sport

The great Italian design houses and coachbuilders, or *carrozzeria*, are acknowledged as the masters of automotive style, whether designing entire models or, more commonly, limited-run specials. More than 60 such studios have plied their trade and many names call to mind their own distinctive vehicles.

Zagato has a quirkier line-up than most. Ugo Zagato made his name using lightweight aircraft construction techniques to create race cars, notably the Alfa Romeo 6Cs that scored second and then first in the 1927 and '28 Mille Miglias. On the way, he helped create the concept of functional design.

His son Elio went on to help found the concept of competition GT cars, a canny move that helped create one of the most famous, beautiful and revered low volume sports cars — the Aston Martin DB4 Zagato. Bristol, Ferrari, Fiat, Maserati, and Jaguar have all worn Zagato bodies but apart from the Astons, the most famous association has been with Alfa Romeo and Lancia.

The dramatic and brutal composite-bodied Alfa Romeo SZ, produced from 1989 to 1991, helped refresh Alfa's image. Around one thousand SZs were produced but less than 300 RZ roadsters were built, yet three of them (and no SZs!) made it to the Zagato centenary,

one of them by the slimmest of margins. The owner, Steve Cowie, was flying about the country the day before and finally got compliance for this non-homologated car at 4.36 on the night before the drive to the event on the first weekend of December.



Fulvia Zagato



1990 Nissan Autech Zagato Stelvio AZ1



Alfa Romeo 6C Grand Sport 1750 Zagato (4th Series) from Southward car Museum





1965 Alfa Romeo 2600SZ parked at Gladstone Vineyard

Other notable cars among this very special selection included a pair of Alfa 6Cs, one from Southwards museum and one driven up from Kaikoura by owners Amanda and Phips Rinaldo. Organizer Paul Halford contributed his Alfa Romeo 2600 Sprint Zagato, one of the carrozzeria's most satisfying efforts, and his Lancia Flaminia Zagato. Dedicated Lancia collector and event co-organizer Doug Cleverly brought his Flaminia too, as well as a very rare and striking 1100cc Lancia Appia Zagato. He contributed several other Zagato Lancias to the show, too. Equally striking at the other end of the scale was a 1990 Nissan Autech Stelvio. Paul said a couple of expected cars didn't make it but the final tally was around 16 of the 30-odd Zagatos in the country — cars that ranged from the '30s to the '90s.

The Martinborough venue was usefully-central but Paul says the Southern Wairarapa is also absolutely magnificent motoring country. One of the highlights of the tour was a visit to a virtual barn find; an Alfa Junior 1300 Zagato still in situ on a nearby farm. Not precisely a 'find' as it has stayed in the family of the man who imported it, but it had been out of action for more than 20 years and Paul says its existence was unknown to most of the assembled aficionados. Paul says other highlights of the event were the dinners, the adventures in getting to the show, the discussions, and even the arguments among the collected experts.

Paul sent notes and pictures of the Kiwi version of this worldwide celebration to Zagato, who replied that they were delighted to see their centenary and some quite special cars celebrated as far afield as Martinborough. ■



Three Alfa Romeo ZRs line up in Martinborough



Zagato Lancias to the fore



Alfa Romeo Junior Zagato 1300. 'Barn Find' car



Paul Halford and Doug Cleverly organizers of the event. Zagato briefing session — Martinborough Hotel

AWARDS WERE PRESENTED AS FOLLOWS:

MOST CARS: Doug Cleverly (Wim LeRoy was a contender having brought four Zagatos to New Zealand when he immigrated decades ago but he only brought one to the event)

JUST IN TIME: Steve Cowie

LONGEST TRAVELLED: Doug and Jocelyn

BARN FIND: Glenn and Joe Clark

POLICE ATTENTION: Chris Elliot

BEST SERVICE: Jeff Williams

SPIRIT OF ZAGATO: Amanda and Renaldo Phipps



Another win at Pebble Beach

With this most recent victory, we have earned 17 prestigious international awards. For award winning restorations, custom builds, premium spraypainting, specialty welding & engineering as well as repairs and servicing of cherished cars.
www.autorestorations.co.nz Follow us on Facebook and Instagram.



1939 LAGONDA V12 RAPIDE



Contact Michael Pidgeon: +64 3 366 9988
 e: michael@autorestorations.co.nz
 w: www.autorestorations.co.nz
 52 Stewart Street, Christchurch, New Zealand.



Only Available Direct from Classic Oils NZ

In stock and available to order with same day shipping, email sales@classicoils.co.nz or call 09 430 8566

At The Ellerslie Classic Car Show,
 Sunday, 9 February



OVER 60 ORIGINAL CASTROL GRADES:

Castrol's famous brands using the best modern quality base mineral oils in the correct viscosities on which classic vehicles are designed to run



www.classicoils.co.nz

• CLASSIC • VINTAGE • MODERN •



Specialists in wire wheel repairs and restorations for cars and motorcycles

Offering wheel building and truing, painting and anodizing, media blasting, metal polishing, and rim drilling, we provide the finishing touch to your prized possession



hamcoindustries@xtra.co.nz
 06 324 8345
 027 231 7864
 410 Green Road
 Palmerston North 4476

Contact us today to discuss your restoration project



SPECIALIZING IN CHRYSLER AND ALL AMERICAN VEHICLES

- **SUPERFLOW DYNO**
- **PARTS:** Large range of Mopar and aftermarket parts
- **MACHINE SHOP:** We have a full in-house engine machine shop to handle all aspects of engine reconditioning and performance modifications
- **WORKSHOP AND TRANSMISSION SHOP:** Full workshop service for all mechanical repairs on all makes and models. TorqueFlite transmissions, repairs, recos and performance modifications



09 838 7536 | 20 Henderson Valley Rd, Henderson | waer@xtra.co.nz

WWW.WAER.CO.NZ



BMW Series one-hour Race Three goes to Peter Beguely

Festival Celebrates Beemers

Words and photos Steve Ritchie

Hampton Downs, in conjunction with Coombes Johnston BMW, hosted the annual Motorsport Festival over the weekend of 11 – 12 January. The two-day event showcased some of the finest BMW machinery both racing on track, or on static display around the park. The racing was not only for the Beemers it also included Bathurst Allcomers, Honda Cup, NZ Sports Cars, and Formula Open. Although it didn't have the same size crowds as the Ferrari Festival or Porsche Festival from a few years ago, it was nevertheless a popular event among enthusiasts. The lunch break on both days allowed the BMW owners to do the "BMW Club Track Cruise" on the extended international circuit in sweltering conditions.

The main drawcard for the event was the one-hour endurance race, which had 35 BMWs racing each other for the win. Starting off from second place, Peter Beguely soon passed Andrew Nugent for first place, where he stayed until midway through the race when he had to pit, putting him down to third. He then made up the places again when

the two men in front had to come in for their stops.

Not only open to drivers of the BMW Race Drivers series, the BMW Allcomers race featured various different models that had raced in classes over the years. One of these was the white BMW 2002 of 1969 vintage owned by John

Hudson, however, the fastest on track was Kent Baigent in one of the later-model BMWs, who won races one and three and came second in race two.

In keeping with tradition from the previous two festivals that centred around Bathurst, the Bathurst Allcomers features race machinery that has in some





BMW Allcomers — Brent Parkers 1977 E21



Formula Open — James Watson won all three races in close company

way been related to the big mountain. Standing out was Glen Chappel's 2006 BMW 150D, which he had purchased in the UK. The car is built for endurance and had been raced at several European 24hr events including Nurburgring and Barcelona. Its 3.0-litre twin-turbo diesel puts out 330kW. Chappel purchased the car "mainly because it's different and no one believed a diesel could be competitive". He went on to win the first two races and came second in the third race.

The release of the new doco-movie about NZ racing legend Ken Smith during the weekend at Hampton Downs meant it was only fitting that he was racing, of course, in the Formula Open alongside track owner Tony Quinn and son of Chris Watson, James Watson. The three fought tooth-and-nail all weekend, Watson fared best and won all three of the races. Tony Quinn's weekend came to an abrupt end in the third race when he pulled into the pits with an unknown issue. Racing in this class was also yachting Team New Zealand main man Grant Dalton in his sportscar. A regular to the track, he recorded two fourth places and a DNF.

The Honda Cup was also represented with a variety of mostly Civics and Integras. As its Facebook blurb says this is a "Clubman style competition for Hondas to bring back some of the fun, and affordable entry-level racing". Paul Muldoon won this round of the Honda Series, driving a 2.4-litre Honda Civic.

Finishing off the activities on both days was the Kumho Tyres Pre-65 race. These cars were a mix of all sorts and included a Mini class within. One of the stand out cars in this field was the yellow Chevy Nova of Bill McKinnon. The Ford Thunderbird of Stuart Crosby was also just as spectacular on the race track.

The wait will now be on to see what the organizers can come up with next year. ■



Pre '65 Cars



Pre '65 Cars



BMW Allcomers - Kent Baigent



Pre '65 Cars



NZ Sportscars - Grant Dalton



An Early Present For Some

Words and photos Steve Ritchie

The Thoroughbred and Classic Car Owners' Club, known to one and all as Taccoc, held its last race meeting for the year — Christmas at The Downs — on December 8 at Hampton Downs. Invitees to the event were PPG Classic Trials, Historic Formula Ford and Formula Junior, European Race Classics, Historic Muscle Cars, and the BMW Race Driver Series. The day's racing was held under sunny skies with just the odd niggly shower in the afternoon that wasn't quite determined enough to wet the track.

Following practice, the racing started at 10.45am when the PPG Classic Trials cars started their 15-minute session. Apart from the BMWs, all classes had three 8-lap races over the day.

The main event was the BMW Series' one-hour endurance race. Various BMWs from the series took part in classes covering the small E30s right through to the five-litre GT machines campaigned by the likes of Warwick Mortimer. The race included pit stops for a driver change or a compulsory run around the car. A sprightly Peter Beguely racing his 2007 BMW E92 M3 came out on top having completed a total of 49 laps. He crossed the line a mere two seconds ahead of second-placed Kent Baigent in a 2017 M4 GT4, while third-placed Tony



Easton was 29 seconds back from the leader, followed home by the various E30 and 2-litre class cars.

The European Race Classics featured guest driver Paul Adams, best known for his long history in rallying in New Zealand. He entered in a BMW 2002, one of the first new BMWs imported into the country by BMW's first franchisee, Ross Jensen Motors.

Another surprise addition to the day was Warwick Mortimer's Mazdaspeed Le Mans car, still on site from the day earlier when Hamptons hosted the Mad Mike Summer Bash. During the lunch break, Mortimer fired it up to do a few demonstration laps. Ear-numbingly loud, but what a sight to behold. ■



BMW 1Hr Endurance -
Peter Beguely was the winner



Historic Formula Fords



Historic Formula Junior - Paul Halford in a 1959 Autosud



Warwick Mortimer demonstrates the Mazdaspeed Group C Le Mans car



Classic Trials



Historic Muscle Cars



Volkswagen In Der Capital

Words and photos — Christopher Moor

The second annual Parrotdog Volkswagen show at the brewery/bar/eatery in Lyall Bay, near Wellington airport, attracted a decent bunch of dedicated classic car enthusiasts on Saturday, 7 December 2019.

Wellington's Kombined Volkswagen Club and Gazely Motors, the local VW dealership, teamed up with the brewery in staging the event.

Pre-show publicity said the organizers expected up to 100 cars in the show's second year display. Wellington's infamous wind, gusting to 60mph, and the forecasted showers, may have contributed to the number of 30. There were also a handful of 'unofficial attendees' that were parked outside.

A 1973 Volkswagen Type 181 four-door cabriolet was the first car inside the grounds. The Type 181 was originally developed for the West German Army and was later produced for civilian use, where it was known as the kurierwagen or courier car.

Another classic from 1973, a Porsche 914 in metallic olive green, was arguably the sportiest looking car in the display. The 914 was a collaboration between Porsche and Volkswagen, aka the Porsche-VW 914, manufactured between 1969 and 1976.

Among those on display was a 1963 1300 saloon. It was first seen at DAS Reboot, the VW nationals held at Lower Hutt in 2017. Parked alongside was one of the more colourful participants, a

1965 Beetle 1200, tastefully decked out with white door and body panels, and the roof, bonnet, boot, and mudguards in turquoise.

Those who came to the show found interesting and tasty cars to enjoy. There was a steady stream of visitors — and just about everyone had a happy VW memory to relate.

People's Choice in the Show 'n' Shine went to No. 7, a green-and-white 1967 Devon Camper.

The Parrotdog looks forward to hosting its third "biggest little VW show in Wellington" in 2020. A complimentary nod to all involved with number two for bringing together some of the best kept classics seen in the region recently. ■



FEBRUARY 9

New Zealand Classic Car magazine Ellerslie Car Show

Ellerslie Racecourse, Auckland

Hundreds and hundreds of cars that you could only dream about will be on display at New Zealand's biggest classic car show, hosted for 2020 by last year's concours-winning club, the Auckland MG Car Club. Everything from Alfa to Zephyr will be on display, there for you to examine and admire.

Each year this event attracts cars worth millions and cars worth hundreds — there's always a machine there that you want to see. Immaculately restored and rare, or on display in the state the car was discovered in after years of abandonment, there's always something to more than pique your curiosity.

Some cars from this show have gone on to feature in international concours, while others have returned to their owners and remain a part of the remarkable group of classic cars here.

About 75 clubs will be participating and about 1000 cars will be on display at the Ellerslie Racecourse in Auckland on 9 February. Entry is \$20.00 and tickets can be purchased either at the gate or online at www.concours.org.nz

EVENTS DIARY

JANUARY 31 - FEBRUARY 2

Speedworks Denny Hulme Memorial Trophy

Pukekohe Motorsport Park
Auckland

FEBRUARY 6

Summer Thunder

Bruce McLaren Motorsport Park
Taupo

FEBRUARY 6 - 9

Enzed Classics

Timaru International Raceway
Timaru

FEBRUARY 8 - 9

Leadfoot Festival

Hahei

FEBRUARY 9

New Zealand Classic Car Magazine Ellerslie Car Show

Ellerslie Racecourse
Auckland

FEBRUARY 9

Coffee and Cars

Southward Car Museum
Paraparaumu

FEBRUARY 14 - 16

George Begg Speedfest 2020

Teretonga Park
Invercargill

FEBRUARY 14 - 16

Rebel Roundup

Pukekohe Motorsport Park
Auckland

FEBRUARY 15 - 16

Speedworks Motorsport Championship (NZGP)

Manfeild Circuit Chris Amon
Feilding

FEBRUARY 22

Holden Car Show

Ebbetts, Anglesea Street
Hamilton

FEBRUARY 22

Nelson Vintage Car Swapmeet

Nelson Speedway
Nelson

FEBRUARY 23

Caffeine and Classics

Smales Farm
Takapuna

FEBRUARY 23

Caffeine and Gasoline

Hampton Downs Motorsport Park
Te Kauwhata

FEBRUARY 29

Hanmer Motorfest 2020

Hanmer Springs Domain
Hanmer



WHEELS / TYRES

MAGS, TYRES, WHEEL ALIGNMENTS, WHEEL BALANCING, AND REPAIRS



BAY OF PLENTY

PETER WOODEND CLASSIC TYRES

Importing European and American tyres including Dunlop, Avon, and Michelin

classic-tyres.co.nz / 07 571 5525 / Nationwide

NATIONWIDE

WIRE WHEEL SERVICES

New Zealand's oldest comprehensive specialist wire-wheel repair services

03 323 6202 / 705 Marshland Road, Christchurch

SUSPENSION / STEERING

COILOVERS, SHOCKS & SPRINGS, STEERING JOINTS & SUSPENSION COMPONENTS



AUCKLAND

SUSPENSION TECH LIMITED

Custom race/road suspension, dyno tuning, POWERED brand shock absorbers, and repairs

stech.co.nz / 09 273 1232 / 238 Irwin Road Karaka, RD 4, Pukekohe

CANTERBURY

BELLAMY & EAST

Specializing in leaf and coil spring manufacture and repair

springs.co.nz / 03 365 4371 / 62 Falsgrave Street, Christchurch

NATIONWIDE

MOUNT SHOP

Leading under car specialists

mountshop.co.nz / 0508 86 66 86 / Whangarei, Henderson, Penrose, Hamilton, Napier, Palmerston North, Lower Hutt, Christchurch

MECHANICAL SERVICES

SERVICING, MODIFICATION, TUNING, RE-POWERS, ENGINE BUILDS, ENGINE MANAGEMENT



AUCKLAND

CLASSIC VEHICLE SOLUTIONS LTD

Vehicle servicing WOF & mechanical repairs for all classic vehicles

classiccarsauckland.nz / 09 276 2726 / 16 Marjorie Jayne Crescent, Otahuhu, Auckland

JEFF'S GARAGE (MARSHALL AUTOMOTIVE)

Auto mechanic service/repair American specialist with 45 years experience

Jeffsgarage.co.nz / 022 043 1925 / 165 Harris Road, East Tamaki, Auckland

AUCKLAND ENGINE REBUILDERS

From the latest to the oldest we can rebuild it

09 589 1280 / 2 Botha Road, Penrose, Auckland

ONE STOP MECHANICAL SERVICING LTD

Every facet of professional automotive solutions under one roof

onestopmechanical.co.nz / 09 525 3350 / 15 Kalmia Street, Ellerslie, Auckland

QUALITAT EUROPEAN MOTORS LTD

VW, Audi, Skoda specialists — service and parts

qualitat.co.nz / 09 579 3710 / 220 Station Road, Penrose, Auckland

S2S VAPOUR BLAST

Recondition Restoration Engine Parts delicate abrasive media cleaning solutions

s2svapourblast.co.nz / 027 252 7836 / Greenhithe, Auckland,

PARAMOUNT ENGINEERING

Highly skilled engine reconditioning service; classic, vintage, performance cars, nationwide

aucklandengineconditioner.co.nz / 09 426 8592 / 9 Forge Road, Silverdale, Auckland

WEBER SPECIALTIES

New Zealand's finest and most experienced carburettor sales and service team

weberspecialties.co.nz / 09 442 5479 / 2/12 Anvil Road, Silverdale, Hibiscus Coast

NORTH SHORE AUTOMATICS

Automotive service repair reconditioning of automatic transmissions, manual transmissions, gearboxes

09 444 8161 / 38 Porana Rd, Glenfield, Auckland

AUTOBAHN GREY LYNN

No matter what you drive, Autobahn Grey Lynn are happy to quote any job
autobahngreyllyn.co.nz / 09 360 3350 / 22A Warnock Street, Grey Lynn, Auckland

AUTO RADIATORS

Your specialist for vintage, classic, and custom radiators. Call us now
autoradiators.co.nz / 09 376 6212 / 25 Nixon Street, Grey Lynn, Auckland

WAIKATO

V-DUB SHOPPE

One-stop VW service shoppe specializing in parts, mechanical services and restorations

vdubshoppe.co.nz / 0800 030 930 / 105 Havelock Rd, Ngaruawahia, Waikato

TUNING & PERFORMANCE

Dyno tuning and automotive repair specialists, modifications and fabrication

Facebook: [TuningandPerformance](https://www.facebook.com/TuningandPerformance) / 07 849 2550 / 100 Avalon Drive, Hamilton

BAY OF PLENTY

FRASER COVE AUTOMOTIVE LTD

Your one-stop automotive shop for classic cars and hot rods

frasercoveauto.co.nz / 07 578 5405 / 4K Brook Street, Tauranga

ALAN LEE AUTOMOTIVE

Repairs and servicing on all makes and models, WOF's, hydraulics and air-conditioning

alanleeauto.co.nz / 07 573 8496 / 15 Atuaroa Avenue, Te Puke

CARBURETTOR MOTORS LIMITED

Carburettor rebuilds, parts, dyno-tuning and rebuilds/restorations

07 348 5314 / 106 Riri Street, Mangakakahi, Rotorua

TARANAKI

CARBURETTOR SERVICE CENTRE

Carburettor repair service and parts, restoration. calibrations, cleaning maintenance, installation

0274 409 316 / 61 Wallscourt Pl, Normanby

MANAWATU/WHANGANUI

MOTOR MACHINISTS (2015) LTD

Full engine reconditioning, driveshaft rebuilding, turning shop, complete parts department

Motormachinists.co.nz / 0800 888 852 / 46 Taonui Street, Palmerston North 4410

REARDRIVE AUTOS LTD

Automotive workshop servicing all vehicle makes and models

reardriveautos.co.nz / 06 355 2757 / 18 Taonui St, Palmerston North

WELLINGTON

POWERHAUS

Wellington's premier independent Porsche/European vehicle repairer for over 20 years

powerhaus.net.nz / 04 499 8715 / 160A Tinakori Road, Wellington

CANTERBURY

GT CARB AUTO LTD

Experienced carburettor specialists, reconditioning, repairs, performance, fuel reductions, jetting, and tuning.

gcarbauto@gmail.com / 027 334 8036 / 027 768 9793 / 19 Bush Street Rangiora

KENNELLY CAMS

Custom camshafts, performance cylinder heads, race engines, flow bench, dyno.

kcams.co.nz / 03 366 3378 / 6 Battersea Street, Sydenham, Christchurch

LANDI BITS

Land Rover, Range Rover Parts, Repairs, Restorations

landibits@gmail.com / landibits.co.nz / 03 477 1954 / 021 454 481

MARLBOROUGH

MARLBOROUGH CLASSIC AND CUSTOM RESTORATIONS

Full restoration and minor repairs. fibreglass Cobra bodies

Classicandcustom.co.nz / 03 578 0086 / 3 Warwick Street

Blenheim Marlborough

NATIONWIDE

CARBURETTOR RESTORATIONS

Specializing in Carburetor reconditioning and restoration.

carb.resto@gmail.com / 027 307 8445 / 90 Bond Street, Dunedin

CONSUMABLES

OILS, ADDITIVES FLUIDS, FUELS AND WORKSHOP CONSUMABLES



AUCKLAND

SOUTH PACIFIC ETHANOL

Suppliers of quality race fuels

southpacificethanol.co.nz / 021 885 902 / 20 Bledisloe Street, Cockle Bay, Auckland

RECHARGE BATTERIES

Battery revitalizer and conditioner

recharge.net.nz / 0800 36 66 36 / PO Box 350, Pukekohe, Auckland

WAIKATO

FUELSTAR

Fuelstar fuel combustion catalysts for less fuel, cleaner air

fuelstar.com

FABRICATION

NEED SOME CUSTOM WORK? MAYBE A NEW EXHAUST, ROLL CAGE, INTERCOOLER OR CATCH CAN



MANAWATU/WANGANUI

SMASH PALACE

Custom paint, restoration shop, classic, muscle, vintage, 50 years of industry experience

smashpalace.net.nz / 06 356 9300 / 5/204 John Kennedy Dr, Palmerston North, 4414

WAIKATO

VALLEY CUSTOM

Quality design and fabrication from individual components through to 'turn key' cars

Facebook: [Valley Custom](https://www.facebook.com/ValleyCustom) / 07 823 4647 / 26 Matos Segedin Drive, Cambridge

CANTERBURY

RUSTORATIONS

Rust repair, paint, fabrication, automotive, restoration, certification, mechanical, upholstery, panel, custom work

rustorations.co.nz / 03 374 6330 / 7 Penn Place, Upper Riccarton, Christchurch

SOUTHLAND

COVENTRY CLASSICS LTD

Classic Jaguar recreations in alloy

coventry-classics.com / 03 208 0748 / 20 Oldham Street, Gore

PARTS / ACCESSORIES

GENERALIST PARTS SUPPLY, PERFORMANCE PARTS, OEM REPLACEMENT PARTS AND BOLT-ONS



AUCKLAND

HAWKSWOOD CLASSICS LTD

Mini, Morris Minor, Jaguar, MG, Triumph, Austin Healey, Daimler parts

classiccarsparts.co.nz / 09 482 4114 / 9/318 Beach Haven Road, Beach Haven, Auckland

RODNEY JAGUAR & ROVER SPARES

New Zealand's largest supplier of parts for MGF, Rover, Jaguar, Daimler

rjr.co.nz / 0800 757 772 / 17 Clayden Road, Warkworth, Auckland

SANDBROOKS

Race car heated windscreens, curved plastic window specialists, CFRP CNC tooling

sandbrooks.co.nz / 09 278 9816 / 39 Noel Burnside Road, Papatoetoe, Auckland

CUSTOM CHAMBERS

Custom-made extractors/headers and full systems. Hot rods, midgets, race cars, and motorcycles

customchambers.co.nz / 027 274 1156 / 30A Kerwyn Ave, East Tamaki, Auckland

JAGUAR WORKSHOP

Jaguar and Daimler used parts supplier/specialist

www.jaguarworkshop.co.nz / 09 274 8937 / 43C Greenmount Drive, East Tamaki, Auckland

CANTERBURY

ROADSIDE RELICS NZ

Restoring old motorbikes? Decorating man-caves, garages, or sheds. View our memorabilia online or with Trade Me

road-relics.co.nz / 027 937 7177 / Christchurch, Canterbury

SPECIALISTS

freephone 0508 86 66 86



SOUTHLAND

E HAYES

The one-stop shop that's got the lot
ehayes.co.nz / 03 218 2059 / 168 Dee Street, Invercargill

LANDIBITS PARTS AND REPAIRS

Land Rover / Range Rover spares and repairs. Specializing in classics from 1948
landibits.co.nz / 03 488 1954 / 90 Bond Street, Dunedin

NATIONWIDE

MOUNT SHOP

Leading under car specialists
mountshop.co.nz / 0508 86 66 86 / Whangarei, Henderson, Penrose, Hamilton, Napier, Palmerston North, Lower Hutt, Christchurch

KELFORD CAMS

New performance camshafts, regrinds, and custom valve train engineering
kelfordcams.com / 0800 338 000 / 15 Kennaway Road, Woolston, Christchurch

CLASSIC CAR BUMPERS

Quality replicated stainless steel classic car bumpers — Ford Escort specialist
classiccarbumpers.co.nz / 09 437 1913

NZ CLASSIC CAR MIRRORS & ACCESSORIES

Original classic styles from the original English manufacturer
classiccarmirrors.com / sales@classicparts.nz / Wallace Road, Te Puna, Tauranga

HAWKSWOOD CLASSICS LTD

Mini, Morris Minor, Jaguar, MG, Triumph, Austin Healey, Daimler parts
classiccarparts.co.nz / 09 482 4114 / 9/318 Beach Haven Road, Beach Haven, Auckland

INTERIOR / ELECTRICAL

ALL THINGS AUTO-ELECTRICAL, AUDIO AND UPHOLSTERY



AUCKLAND

REBER AUTO ELECTRICAL

Since 1963. Diagnostic technicians for all vehicles — vintage, classic, American V8
reberautoelectrical.co.nz / 09 624 6350 / 54 Carr Rd, Mt Roskill, Auckland

ROBINSON INSTRUMENT SERVICES

New Zealand's leading automotive/marine instrument sales and service provider
robinsoninstruments.co.nz / 09 636 5836 / 13 Flemington Street, Onehunga, Auckland

CITYTRIM LTD

Friendly, great service, all car/van upholstery work, free quotes
citytrim.co.nz / 09 622 3419 / 8 George Terrace Onehunga, Auckland

AUTO ELECTRICAL SPARES

The alternator and starter motor specialists
aespares.co.nz / 0800 478 278 / 25 Paramount Drive, Henderson, Auckland

WAIKATO

COOLCAR AIR-CONDITIONING CENTRE HAMILTON LTD

Specialist automotive air-conditioning and heating repairs, installation and electrical
coolcar.co.nz / 07 849 6906 / 399 Te Rapa Road, Te Rapa, Hamilton

TE RAPA AUTO ELECTRICAL

We have all qualified 3(A) grade auto electricians, specialist classic and prestige.
terapaautoelectrical.co.nz / 07 849 4314 / 31 Euclid Avenue, Corner of Euclid & Norris Avenue, Hamilton

ONSITE AUTO ELECTRICAL

Comprehensive on-site auto electrical services in Matamata
[07 888 7579](http://078887579) / 2 Waihou Street, Matamata

TRENDS CAR AUDIO AND A

LARMS

LEADING HOME OF CAR AUDIO AND SECURITY IN THE WAIKATO

trendshamilton.co.nz / 07 846 6340 / CORNER OF MASSEY AND GREENWOOD STREET, FRANKTON, HAMILTON

CANTERBURY

CLASSIC AND CUSTOM AUTO

Over 30 years professional experience with classic and custom interiors
[021 250 6481](http://0212506481) / 10 School Road, Halswell, Christchurch

DEANS AUTO ELECTRICAL

Friendly, great service. Experienced classic auto electrical specialists, Air Conditioning, Batteries
[03 327 4559](http://033274559) / 136 Courtenay Drive, Kaiapoi

JC INSTALLS LTD

Professional installers of performance car audio systems and accessories
jcinstalls.co.nz / 0800 128 346 / 19 Stewart Street Addington, Christchurch

E. PARROTT & SON LTD

Automotive instrument sales, repairs, and restoration — speedometers, rev counters, cables, sensors
eparrott.co.nz / 03 366 9554 / 124A Wordsworth Street, Sydenham, Christchurch

PANEL / PAINT / EXTERIOR

PANEL BEATING, PAINTING, CUSTOM BODY WORK, BODY PARTS AND EXTERIOR EQUIPMENT



AUCKLAND

AUTOMOTIVE BLASTING

Comprehensive media blasting service specializing in classic cars
[09 238 4298](http://092384298) / 12A Subway Road, Pukekohe, Auckland, 2120

BERRY PANELBEATERS

Specialized in Panel Beating, Paint Refinishing, full restorations
berrypanelbeaters.co.nz / 09 525 3242 / 15 Fairfax Avenue, Penrose, Auckland

DENNIS SYVERSTON CAR PAINTERS

Quality refinishers specialising in classics and V8s
[09 238 9766](http://092389766) / 3 Paerata Rd, Pukekohe, Auckland

CLASSIC & AMERICAN RESTORATION SERVICES LTD — C.A.R.S

Award winning vehicle restoration centre
classicamerican.co.nz / 09 238 6683 / Unit 1, 197C Manukau Road, Pukekohe, Auckland

CHOPPERS AUTO BODY SHOP LTD

Specializing in auto restoration, fabrication, rust repairs, panel beating, spray painting
choppersautobodyshop.co.nz / 09 419 0773 / 35B Enterprise Street, Birkenhead, North Shore, Auckland

JAGUAR WORKSHOP

Specializing in restoration, panel and paint, insurance claims, mechanical repair. Jaguar specialists
www.jaguarworkshop.co.nz / 09 274 8937 / 43C Greenmount Drive, East Tamaki, Auckland

OTAGO

WHITESTONE PANEL PAINT & COACH

Panel fabrication, alloy/steel, classic restoration, reproduction, crash repair, and paint
whitestoneppc.co.nz / 03 433 1216 / 7 Dee Street, Oamaru

WAIKATO

BODYMODS

Specializing in custom metalwork and panel beating on all makes and models
Facebook: Bodymods / 07 849 7006 / 745 Te Rapa Road, Hamilton

MARSHALL PANELBEATERS

Restoration, smash repairs, metal shaping, and custom panel fabrication is our speciality
marshallpanelbeaters.co.nz / 07 889 5996 / 39 Thames Street, Morrinsville

POWDERCOATING NZ

Providing our customers with guaranteed satisfaction. We care about your products
powdercoatingnz.co.nz / 07 823 4001 / 10/12A Carters Crescent, Cambridge

NGATEA PANELBEATERS LTD

Vehicle restoration specialists
ngateapanelbeaters.co.nz / 07 867 7561 / 34 Kohunui Street, Ngatea

CANTERBURY

ESCORT METAL POLISHERS LTD

With 45 years experience in polishing and and sandblasting. Also all other metal finishing (chroming, anodising etc) organised from our site
escortmetalphishers.co.nz / escortmetalphishers@hotmail.com / 03 366 2708 / 21 Maldon Street, Sydenham, Christchurch

CANTERBURY AUTO FABRICATION

Rust repairs, restoration, and expert panel and paint repairs
[03 377 8692](http://033778692) / Christchurch

SERVICES

VALUATIONS, INSURANCE, SHIPPING AND TECHNICAL SERVICES



AUCKLAND

CRACK SPECIALISTS

Mobile windscreen repairs. WOF/COF chip, and crack repairs
crackspecialists.co.nz / 021 844 885 / Mobile service

KW HISTORICS — LOTUS & TVR

Home of Lotus — NZ's top parts, service, new/used car dealer
lotus.co.nz / 09 274 3020 / 21D Lorien Place, East Tamaki, Auckland

CANTERBURY

JT AUTOGLASS

Mobile windscreen replacements old and new cars, trucks, and buses
jtautoglass.co.nz / 0800 555 141 / Unit 2/97 Rutherford St, Woolston, Christchurch

BAY OF PLENTY

ELITE LIMOUSINES LTD

Beautifully presented cars, exceptional service. Simply the best wedding cars available
elitelimousines.co.nz / 07 574 1100 / PO Box 11256, Tauranga

KIWI METAL POLISHERS

We can strip anything, from a Plymouth to a paperclip
metalphishers.co.nz / 07 347 9728 / 50 Pururu Street, Rotorua

NATIONWIDE

CAR VALUATIONS NZ LTD

Car valuations and investigations — nationwide — where we're needed
carvaluation.co.nz / 0800 500 040 / Nationwide

MCCULLOUGH LTD

Motor vehicle shipping specialists; worldwide door to door
mmnz.biz / 09 303 0075 / Nationwide

PICTURE VEHICLES

The only dedicated, enclosed vehicle transporter, operating nationwide every week!
picturevehicles.co.nz / 0800 259 010 / Nationwide

RIMBLOW RESTORATIONS

Restoring steering wheels for 10 years with over 3000 restorations and excellent customer feedback!
rimblowrestorations.co.nz / 021 227 8906 / 70 Blackhead, Dunedin

DRIVELINE / BRAKES

BRAKES, GEARBOXES, DIFFS, DRIVESHAFTS, AND AXLE PARTS AND REPLACEMENTS



AUCKLAND

DIFF SPECS

We have the experience to deal with your diff requirements
Facebook: Diff Specs / 09 250 1540 / Corner of Pitt Road and Great South Road, Drury, Auckland

BAY OF PLENTY

THE KRYSLER SHOP

9-inch housings, performance axles, full-floating hubs, third members, brake kits
thekryslershop.co.nz / 07 575 2206 / 8/19 Rerewai Place, Mt Maunganui

COATINGS

HEATPROOF, COSMETIC, CHROME, AND SPECIALIST COATINGS & WATER TRANSFER PRINTING



AUCKLAND

HIGH PERFORMANCE COATINGS

Exhaust coatings, piston coatings, turbo coatings, and much more
hpcoatings.co.nz / 09 267 1007 / Unit 0/62 Mahia Road, Manurewa, Auckland

HP COATINGS

New Zealand's leading performance coating specialists, serving you over 20 years
hpcoatings.co.nz / 09 267 1007 / Unit 0/62 Mahia Rd, Manurewa, Auckland

ATTRACTIONS

HEATPROOF, COSMETIC, CHROME, AND SPECIALIST COATINGS & WATER TRANSFER PRINTING

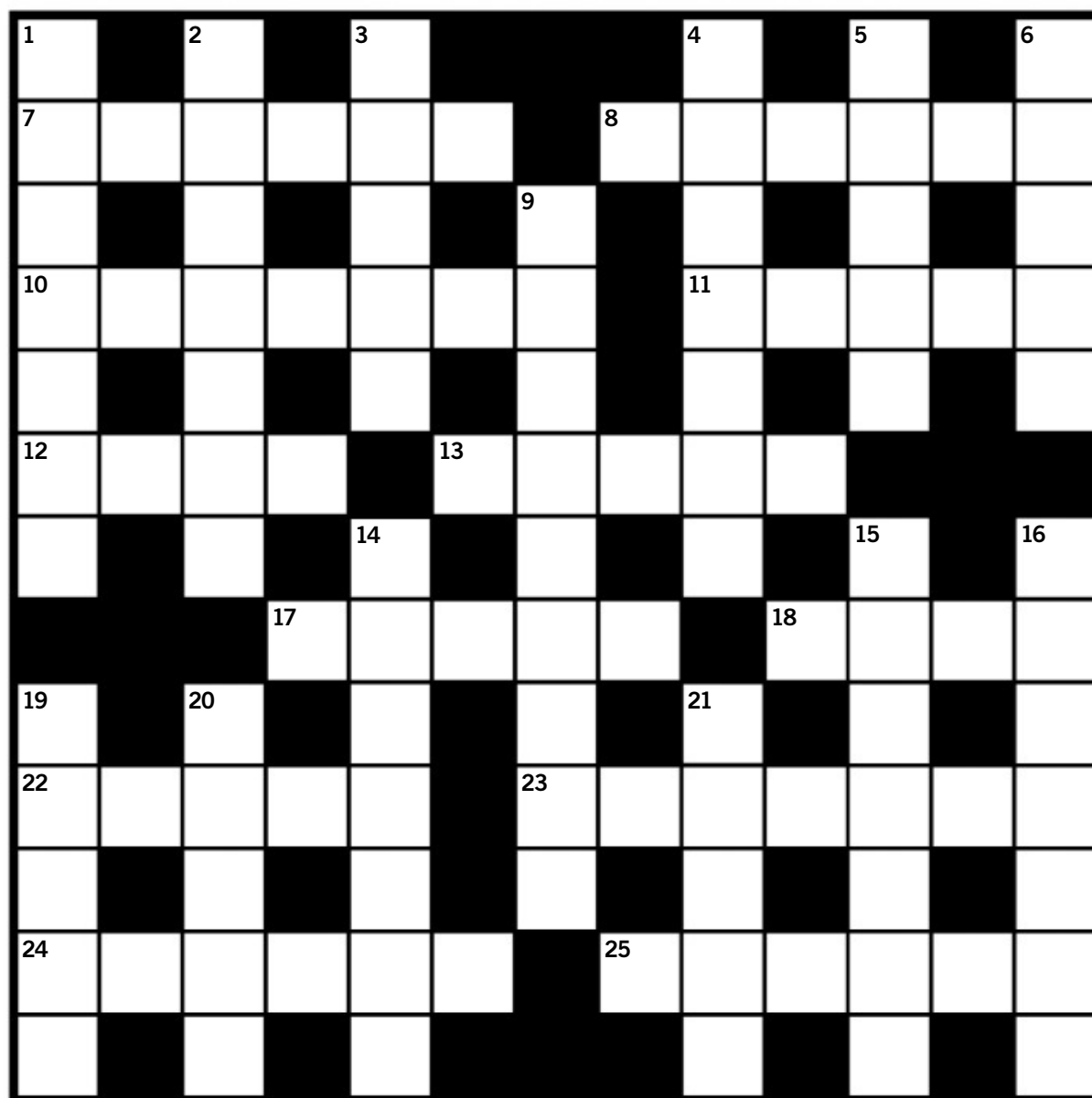


MARLBOROUGH

OMAKA CLASSIC CARS

A unique collection of vehicles giving insight into New Zealand Motoring from the 50s to the 80s. 90 cars on display at any one time.
omakaclassiccars.co.nz / 03 577 9419 / Aerodrome Rd, Blenheim

Classic Crossword



Clues across: 7. British tuning company, founded in 1959 and successful with engines from BMC, Ford and Rootes (especially in the fastback Sunbeam Rapier) (6) 8. German specialist car maker, whose most successful model was the CD built from 1973 to 1979 (6) 10. Italian specialist car maker, active for some 60 years from 1925, initially with own design cars but from the mid-fifties worked with Fiat base vehicles (7) 11. Aussie engineering company whose name became known world-wide after Formula 1 racing success with Brabham in 1966-67 (5) 12. Maserati 2+2 coupe GT car, styled by Vignale and built in decent numbers (1136) from 1969 to 1974 (4) 13. Austin's largely unsuccessful 4wd rival to the Land-Rover - its steel bodies rusted, while the alloy Landie did not! (5) 17. A major UK car electrics firm, jokingly called the "Prince of Darkness" by disrespectful US commentators (5) 18. British car company, active from 1919 to 1929 and initially successful with high volume sales against Austin and Morris: a good candidate for running on vegetable oil perhaps (4) 22. The first mechanically-operated ----- valve was reputedly used by 13 across in their first car prototype in 1898 (5) 23. Belgian car maker active from 1906 to 1948, and on to 1957 producing Standards under licence (7) 24. Successful Aussie coupe, built from 1968 to 1977, and again from 2001 to 2005/6 (6) 25. Model name used by Hillman from 1931 to 1934 for a side-valve six cylinder saloon (6)

Clues down: 1. Maserati again, this time the successor to 12 across, with body by Bertone (7) 2. Alternative name from 1958 to 1962 of Renault's successful (117,000 built)

Caravelle coupe (7) 3. Opel's reply to Ford's successful Capri, built from 1970 to 1988 - with over 1.1million sold, a successful competitor (5) 4. Hot rod 250cc Triumph scooter in production from 1959 to 1964, also sold as the BSA Sunbeam (7) 5. Jaguar's first Le Mans winner in 1951 and 1953 (1-4) 6. The Pierce ----- was one of America's "Three Ps of Motordom" (with Peerless and Packard) (5) 9. Italian small car builder, active from 1946 to 1949, and sold off in 1952 - its main claim to fame is the ground-breaking 202 GT design of 1947 (9) 14. Successful Audi sports, GT and competition car that from 1980 led the rally world into 4wd (7) 15. Classic vintage sports car produced by the Stutz company from 1912 to 1925 (7) 16. Italian automobile made from 1919 to the mid-30s - its parent company was one of Europe's biggest engineering outfits; NZ sales were strong thanks to a very active NZ agent (7) 19. Well-known nickname for the sturdy GMC trucks very widely used in WW2 -and its use continues to the present day (5) 20. US automobile sold by Durant Motors: it was based on a modified Willys design and sold from 1923 to 1927 (5) 21. Lancia's small car rival to Fiat's 1100/1200 and Alfa Romeo's Giulietta, with over 98,000 built from 1953 to 1963 (5)

Answers to last month's crossword

Across: 7. Netter 8. Austin 10. Torpedo 11. Boano 12. Reed 13. Atlas 17. Eight 18. Viva 22. McRae 23. Rambler 24. Ghibli 25. Hornet

Down: 1. Unitary 2. Starlet 3. Rebel 4. Sunbeam 5. Steam 6. Envoy 9. Monthéry 14. Pirelli 15. Airline 16. Garrett 19. Omega 20. Trail 21. Ampol

NEXT MONTH

#351

ON SALE FEBRUARY 24



The French Goddess

With the Citroën's 100 th anniversary year coming to an end in 2019 we take a belated opportunity to recognise this milestone with our feature classic; Citroën's most audacious, innovative and beautiful creation of all, the DS.

Like all cars and all those that drive them and collect them, there are the favourites and those that are not. For the Citroën DS there are those, such as certain former French presidents that love it, like Stuart Billbrough, and those that think it is an acquired taste.

PLUS



A Body Like Mine

The Mallock U2, the 'U2' comes from the Charles Atlas body building kits of that era their strap line was use, "You too can have a body like mine", had established a very impressive reputation and created the opportunity for many would be racers to get themselves onto race tracks around the world.

Our feature car finished its racing life and then lay dormant until Kim Wilson of Cambridge bought it in 2010. He then commissioned Jamie Aislabie to rebuild the car to its very best. A complete 'ground up' and 'nuts and bolts' restoration has been completed since then.

TO PURCHASE BACK ISSUES ONLINE, GO TO:



100% QUALITY.
100% BMW.
ORIGINAL BMW PARTS.



The Ultimate
Driving Machine



ORIGINAL PARTS FOR YOUR CLASSIC BMW.

Exceptional quality and complete peace of mind. BMW Group NZ and its dealer network can provide parts to keep your classic BMW original.

Ensure you stay genuine. Contact your local authorised BMW dealer or phone toll free 0508 269727 for all your classic parts needs today.



Special insurance from the classic car specialists.

Insurance that properly protects classic cars and passion projects.

It takes a really special insurance policy to protect a classic car investment. So it makes sense that you need special insurance from a company that understands unique, classic cars. Star is here to protect the things you're passionate about.

As industry-leading niche vehicle insurance specialists, we personally tailor extraordinary policies for exceptional vehicles.

It's why classic car owners choose to insure with Star Insurance.

Find us online: **starinsure.co.nz**

Give us a call on: **0800 250 600**

Petch A Quote
starinsure.co.nz

